JUN 18 2008

Mr. Iftikhar Ahmed
Director of Aviation
Dayton International Airport
3600 Terminal Drive, Suite 300
Vandalia, Ohio 45377-1066

Dear Mr. Ahmed:

Dayton International Airport, Dayton, Ohio
Airport Layout Plan (ALP) Approval
Aeronautical Study: 07-AGL-675-NRA

Enclosed is a conditionally approved copy of the Dayton International Airport, Airport Layout Plan (ALP), dated June 22, 2007. This letter cancels in supersedes all prior ALP approvals. The ALP approval is based on recognition of and adherence to the following:

1. The approval is not to be considered a commitment of Federal funding for the proposed development. The FAA has concurred with the proposed development for planning purposes only based on current safety, utility, and efficiency standards. Actual development should comply with approved standards applicable at the time of construction. The airport will need to provide the FAA justification of need before seeking FAA financial participation in the following projects:

   a. Shift of runway 18/36.
   b. Shift and/or extension of runway 6L/24R.
   c. Shift and/or extension of runway 6R/24L.

2. The previous design standard modification has been granted as follows:

   Building 52 (FBO Hangar) is located within the Runway Visibility Zone (see FAA letter/ALP Approval dated June 10, 1986).

3. We note the following:

   a. If any runways are to be shifted or extended, the entire separation must be designed such that Standard Runway Safety Areas and Object Free Areas are maintained.
   b. If any design critical aircraft or aircraft group changes, this ALP must be reevaluated by the FAA. This ALP has been approved based on a D-IV critical design aircraft.

4. Our approval does not infer or imply that the land in the airport vicinity is considered compatible with airport operations. Federal requirements stipulate:

   a. All development programs should be reasonably consistent with the plans of local and state planning agencies for the development in the airport vicinity.

   b. That fair consideration has been given to the interest of communities in or near the airport.
   c. That development programs provide for the protection and enhancement of the environment.

5. The FAA offers no objections to the proposed ultimate airspace utilization as depicted on the ALP based on considerations of safe and efficient use of airspace. This ALP has the status of "Plan on File" for the purpose of 14 CFR 77, Obstruction Evaluations, and 14 CFR 152, Airport Aid Program. A review of the airside landing area development was conducted according to the following 14 CFR's: -77, -152, and -157, Notice of Construction, Alteration, Activation, and Deactivation of Airports (reference Aeronautical Study Number 07-AGL-0972-NRA). It should be noted that FAA cannot prevent erection of any structure near an airport. Airport environs can only be protected through state and local zoning ordinances, building regulations, and title requirements. Please refer to the FAA Airspace letter dated April 17, 2008 for additional detailed information.

6. All development depicted on this ALP must comply with the National Environmental Policy Act (NEPA) of 1969. FAA environmental approval is required for all airport development actions depicted on this ALP. This would apply to development projects, even if there were no FAA funding involved in the project. Additional requirements concerning FAA NEPA approval can be found in FAA Order 5050.4B "National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions".

7. To avoid conflicts with future development, we recommend you utilize the ALP when preparing leases. We further recommend you provide copies to the local and state planning zoning boards and county and city officials and encourage them to adopt compatible land use criteria in and around the airport. Copies should also be distributed to the Fixed Base Operators (FBO's) and airport users.

8. The Airport and Airway Improvement Act (49 USC 47107(a) (16) (C)) requires the sponsor to eliminate any adverse effects on Federal facilities, or bear all costs to relocate those facilities, that are a result of an airport change. However, if AIP eligible construction/development items adversely affect FAA facilities, the cost of relocating the facilities may be eligible under AIP. If the proposed development requires any displaced or relocated FAA facility, the construction will have to be coordinated through AMI-490 in order to establish reimbursable funding for the engineering and relocation.

9. This approval does not include a detailed evaluation of actual construction. Prior to constructing any development on the airport, notice (FAA Form 7460-1) consistent with 14 CFR 77 must be filed with this office. The approval does not include approval for temporary construction equipment which may be used during actual construction, e.g., cranes, equipment staging areas, site access routes, etc. A separate construction safety/phasing plan for any project should be reviewed by the FAA no less than 60 days prior to beginning any project. The airport must take all measures necessary during construction to ensure there are no runway incursions.

10. If development is planned without aviation trust fund investments that will change the status or geometrics of runways, taxiways, aprons, or other operating airport surfaces, notice (FAA Form 7460-1) must be filed with this office consistent with 14 CFR 157.

11. The planned runway developments will require new FAI flight procedures. If the FAA concurs with these developments there will need to be close coordination with different FAA offices. Development on new approaches will not begin until environmental

approvals have been given and the sponsor requests the FAA Flight Procedures Office to initiate design of new approaches. Publication of revised Instrument Approach Procedures (IAPs) could take from 18 months to two years, after runway data is submitted. Review of this ALP does not constitute an automatic request for amended procedures.

We trust this letter provides a clear explanation of the conditions and terms of our approval. If you desire further clarification, please contact Brad W. Davidson at (734)-229-2900.

Sincerely,

Brad Davidson, P.E.
Detroit Airports District Office

w/: AJW-3272 (w/ ALP)
AGL-670 (w/ ALP)
AJW-2190
AWO-430 (w/ ALP)
ODOT (w/ ALP)
AGL-530 (w/ ALP)
AGL-530 (w/ ALP)
DEI ADO (with ALP)
Landrum & Brown (w/ ALP)

STRATEGIC MASTER PLAN UPDATE STUDY

DAYTON INTERNATIONAL AIRPORT

Dayton International Airport

Dayton, Ohio

DRAWING INDEX

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15A OF 15	AIRPORT PROPERTY MAP DATA

PREPARED BY: L&B

Draft December 22, 1999
Revised: May 10, 2001
Revised: July 19, 2001
Revised: Sept. 19, 2003
Revised: Oct. 29, 2003
Revised: Jan. 19, 2005
Revised: June 22, 2007
Revised: May 15, 2008

On behalf of Landrum & Brown, INC., this Airport Layout Plan (ALP) was prepared for Dayton International Airport according to the applicable Advisory Circulars, the current version of the Great Lakes Region ALP Checklist, and accurately depicts the proposed use of airspace at the time of submittal. The ALP conforms with FAA design standards, except as noted.

ALP PREPARED BY:

Landrum & Brown, INC.

Russell Blanck, Senior Project Manager — Date: 6-2-08

Contact Information
Phone: (513) 530-5333
rblanck@landrum-brown.com

SPONSOR REVIEW

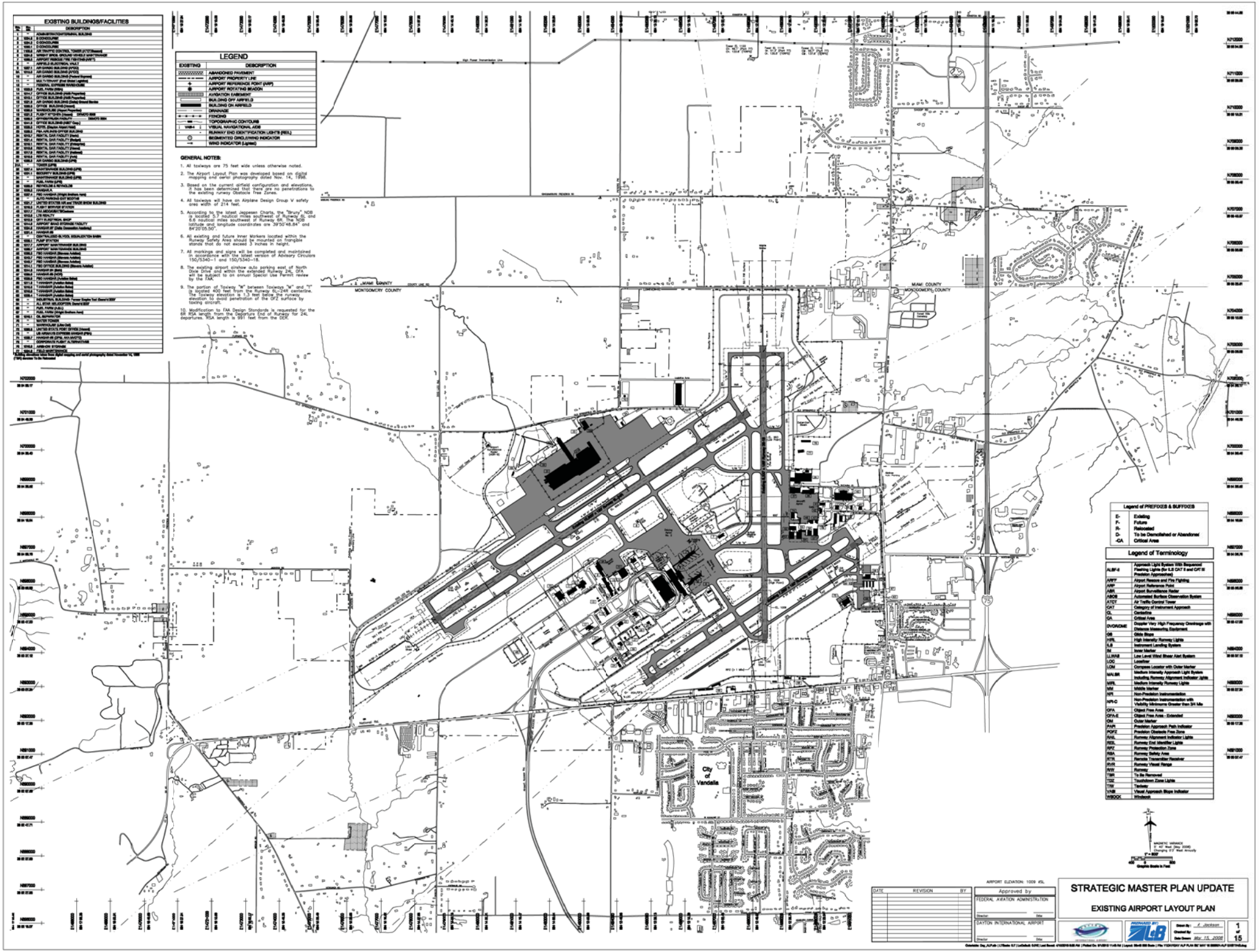
Dayton International Airport

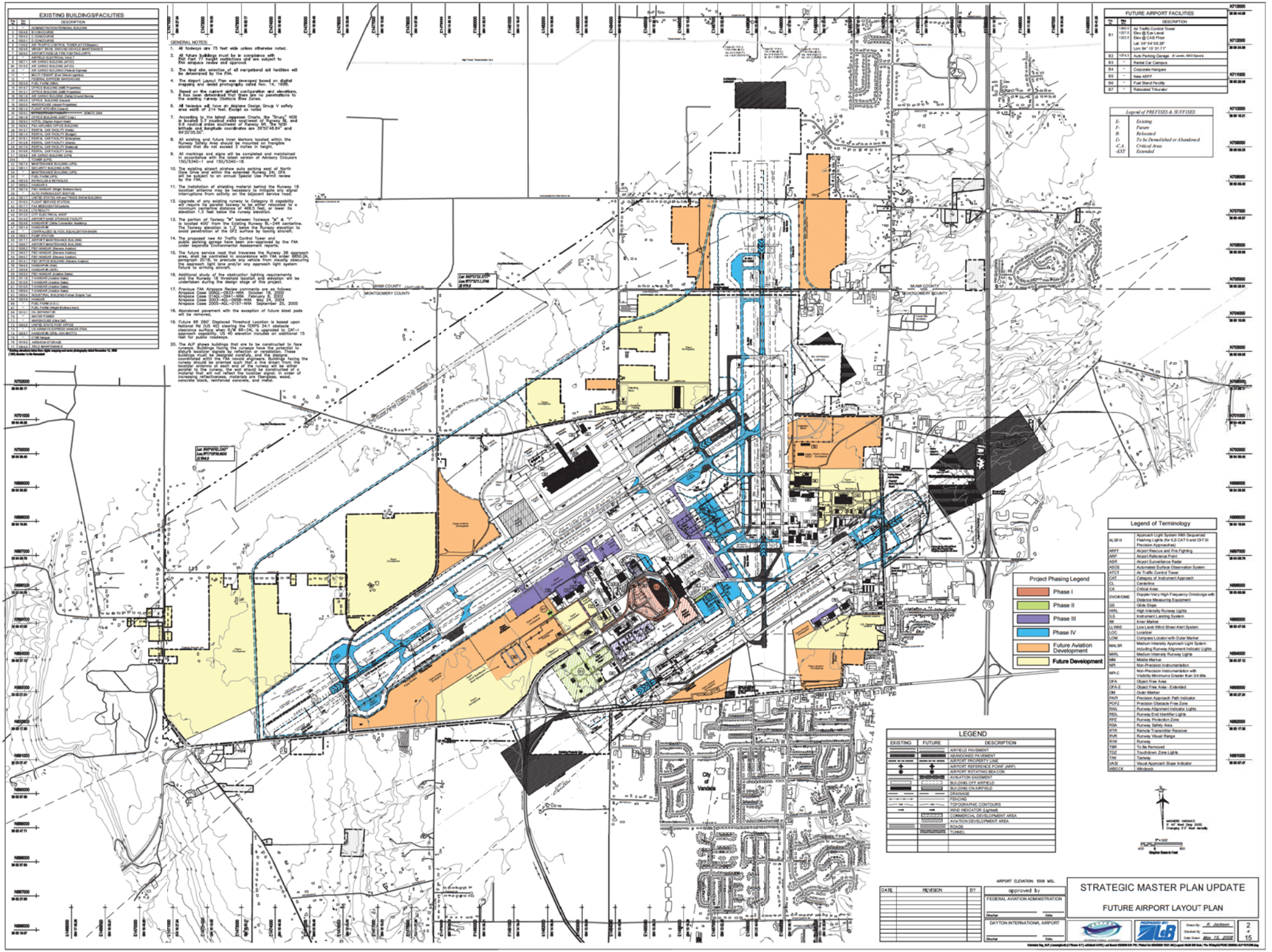
Iftikhar Ahmed, Airport Director — Date: 6/10/08

OHIO DEPARTMENT OF TRANSPORTATION

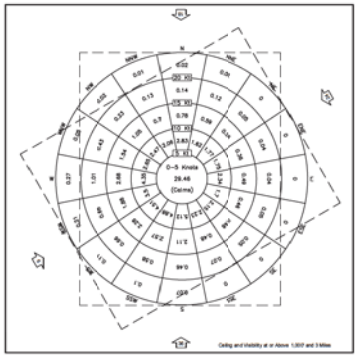
ODOT - Office of Aviation

James E. Bryant, Administrator — Date: 5-23-08

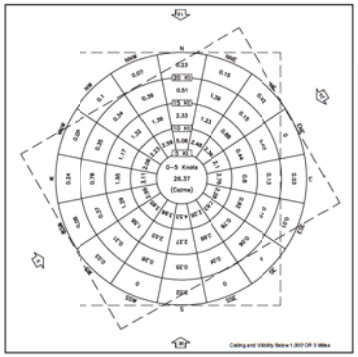

EXISTING BUILDINGS/FACILITIES
LEGEND
GENERAL NOTES:
1. All taxiways are 75 feet wide unless otherwise noted.
2. The Airport Layout Plan was developed based on digital mapping and aerial photography dated Nov. 14, 1998.
3. Based on the current airfield configuration and elevations, it has been determined that there are no penetrations to the existing runway Obstacle Free Zones.
4. All taxiways will have an Airplane Design Group V safety area width of 214 feet.
5. According to the latest Jeppesen Charts, the "Bruny" NDB is located 5.7 nautical miles southwest of Runway 6L and 6.6 nautical miles southwest of Runway 6R. The NDB latitude and longitude coordinates are 39°50'48.84" and 84°20'05.56".
6. All existing and future Inner Markers located within the Runway Safety Area should be mounted on frangible stands that do not exceed 3 inches in height.
7. All markings and signs will be completed and maintained in accordance with the latest version of Advisory Circulars 150/5340-1 and 150/5340-18.
8. The existing airport sinshow auto parking east of North Dixie Drive and within the extended Runway 24L OFA will be subject to an annual Special Use Permit review by the FAA.
9. The portion of Taxiway "A" between Taxiways "M" and "Y" is located 400 feet from the Runway 6L-24R centerline. The Taxiway elevation is 3.3 feet below the runway elevation to avoid penetration of the OFZ surface by taxiing aircraft.
10. Modification to FAA Design Standards is requested for the 6R RSA length from the Departure End of Runway for 24L departures. RSA length is 991 feet from the DER.
Legend of PREFIXES & SUFFIXES
Legend of Terminology
MONTGOMERY COUNTY
MIAMI COUNTY
City of Vandalia
AIRPORT ELEVATION: 1009 #SL
Approved by
FEDERAL AVIATION ADMINISTRATION
DAYTON INTERNATIONAL AIRPORT
STRATEGIC MASTER PLAN UPDATE
EXISTING AIRPORT LAYOUT PLAN
PREPARED BY
Drawn By: A. Jackson
Checked By:
Date Drawn: May 15, 2008
1 of 15


EXISTING BUILDINGS/FACILITIES
FUTURE AIRPORT FACILITIES
GENERAL NOTES:
1. All taxiways are 75 feet wide unless otherwise noted.
2. All future buildings must be in compliance with FAR Part 77 height restrictions and are subject to FAA airspace review and approval.
3. The final site selection, of all navigational aid facilities will be determined by the FAA.
4. The Airport Layout Plan was developed based on digital mapping and limited photography dated Nov. 14, 1995.
5. Based on the current airfield configuration and elevations, it has been determined that there are no penetrations to the existing runway Obstacle Free Zones.
6. All terminals will have an Airplane Design Group V safety area width of 214 feet. Except as noted.
7. According to the latest Jeppesen Charts, the "Strung" NDB is located 3.7 nautical miles southeast of Runway 36, and 6.6 nautical miles southwest of Runway 06. The NDB latitude and longitude coordinates are 39°50'45.84" and 84°20'05.50".
8. All existing and future Inner Markers located within the Runway Safety Area should be mounted on frangible stands that do not exceed 3 inches in height.
9. All markings and signs will be completed and maintained in accordance with the latest version of Advisory Circulars 150/5340-1 and 150/5340-18.
10. The existing airport airshow auto parking east of North Dixie Drive and within the extended Runway 24L OFA will be subject to an annual Special Use Permit review by the FAA.
11. The installation of shielding material behind the Runway 18 localizer antenna may be necessary to mitigate any signal interruptions from activity on the adjacent service road.
12. Upgrade of any existing runway to Category II capability will require its parallel taxiway to be either relocated to a minimum centerline distance of 400.5 feet, or lower its elevation 1.3 feet below the runway elevation.
13. The portion of Taxiway "W" between Taxiways "A" & "T" is located 400' from the existing Runway 6L-24R centerline. The Taxiway elevation is 1.0' below the Runway elevation to avoid penetration of the OFZ surface by taxiing aircraft.
14. The proposed new Air Traffic Control Tower and public parking garage have been pre-approved by the FAA under separate Environmental Assessment reports.
15. The future service road that traverses the Runway 36 approach area, shall be controlled in accordance with FAA order 5050.3A, paragraph 20.16, to preclude any vehicle from visually obscuring the approach light lane and/or any approach light system fixture to arriving aircraft.
16. Additional study of the obstruction lighting requirements and the Runway 18 threshold location and elevation will be undertaken during the design stage of this project.
17. Previous FAA Airspace Review comments are as follows: Airspace Case 03ASO-ADC-0941-NRA May 24, 2004 Airspace Case 03ASO-ADC-0942-NRA May 24, 2004 Airspace Case 2003-ADC-3956-NRA May 24, 2004 Airspace Case 2003-ADC-0157-NRA September 25, 2005
18. Abandoned pavement with the exception of future blast pads will be removed.
19. Future 6R 26O' Displaced Threshold Location is based upon National Rd (US 40) clearing the TERPS 34:1 obstacle clearance surface when R/W 6R-24L is upgraded to CAT-I approach capability. US 40 elevation includes an additional 15 feet for public roadways.
20. The ALP shows buildings that are to be constructed to face runways. Buildings facing the runways have the potential to disturb localizer signals by reflection or re-radiation. These buildings must be designed carefully, and the designs coordinated with the FAA navaid engineers. Buildings facing the runway should be oriented at least 10° off perpendicular to the runway centerline. If the building must be oriented more closely perpendicular to the runway, the wall should be constructed of a material that will not reflect the localizer signal. Any number of increasing reflectiveness, materials are fiberglass, wood, concrete block, reinforced concrete, and metal.
Legend of PREFIXES & SUFFIXES
Legend of Terminology
Project Phasing Legend
Phase I
Phase II
Phase III
Phase IV
Future Aviation Development
Future Development
LEGEND
EXISTING
FUTURE
DESCRIPTION
AIRFIELD PAVEMENT
ABANDONED PAVEMENT
AIRPORT PROPERTY LINE
AIRPORT REFERENCE POINT (ARP)
AIRPORT ROTATING BEACON
AVIGATION EASEMENT
BUILDING OFF AIRFIELD
BUILDING ON AIRFIELD
DRAINAGE
FENCING
TOPOGRAPHIC CONTOURS
WIND INDICATOR (Lighted)
COMMERCIAL DEVELOPMENT AREA
AVIATION DEVELOPMENT AREA
ROADS
TUNNEL
AIRPORT ELEVATION: 1009 MSL
approved by
FEDERAL AVIATION ADMINISTRATION
DAYTON INTERNATIONAL AIRPORT
DATE
REVISION
BY
STRATEGIC MASTER PLAN UPDATE
FUTURE AIRPORT LAYOUT PLAN
PREPARED BY:
LeighFisher
Drawn By: R. Jackson
Checked By:
Date Drawn: May 15, 2006
2 of 15

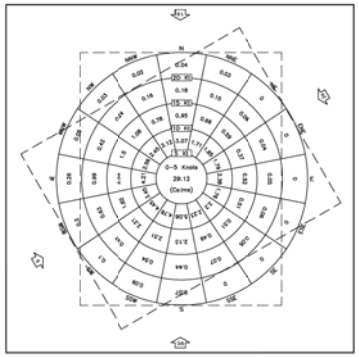
VFR WIND ROSE



IFR WIND ROSE



ALL WEATHER WIND ROSE



LOCATION MAP

METEOROLOGICAL DATA

Weather Categories	Ceiling/Visibility (Feet / Statute Miles)	Weather Occurrence	Runway 06			Runway 24			Runway 18			Runway 36		
			13 Kts	16 Kts	20 Kts	13 Kts	16 Kts	20 Kts	13 Kts	16 Kts	20 Kts	13 Kts	16 Kts	20 Kts
VFR	≥ 1,000' AND ≥ 3 miles	89.00%	55.59%	56.45%	56.69%	76.82%	78.36%	78.78%	72.44%	74.73%	75.70%	60.57%	62.60%	63.40%
IFR	< 1,000' OR < 3 miles	11.00%	7.61%	7.83%	7.92%	8.61%	8.83%	8.90%	8.06%	8.24%	8.35%	7.91%	8.08%	8.19%
All Weather		100.00%	63.20%	64.28%	64.61%	85.42%	87.19%	87.69%	80.50%	82.96%	84.05%	68.47%	70.69%	71.58%
CAT I	≥ 200' and < 1,000' OR ≥ 1/2 mile and < 3 miles	10.07%	6.83%	7.05%	7.13%	7.79%	8.01%	8.08%	7.27%	7.44%	7.55%	7.18%	7.35%	7.45%
CAT II	≥ 100' and < 200' OR ≥ 1/4 mile and < 1/2 mile	0.50%	0.40%	0.40%	0.41%	0.42%	0.42%	0.42%	0.40%	0.40%	0.40%	0.38%	0.38%	0.38%
CAT III	< 100' (Zero) OR < 1/4 Mile	0.43%	0.37%	0.37%	0.37%	0.40%	0.40%	0.40%	0.40%	0.40%	0.40%	0.35%	0.36%	0.36%
Subtotal		11.00%	7.61%	7.83%	7.92%	8.61%	8.83%	8.90%	8.06%	8.24%	8.35%	7.91%	8.08%	8.19%
CAT IIIA	< 100' (Zero) OR ≥ 1/8 mile and < 1/4 mile	0.262%	0.232%	0.232%	0.232%	0.241%	0.241%	0.241%	0.241%	0.241%	0.241%	0.219%	0.219%	0.219%
CAT IIIB	< 100' (Zero) OR ≥ 1/16 mile and < 1/8 mile	0.047%	0.041%	0.041%	0.041%	0.045%	0.045%	0.045%	0.047%	0.047%	0.047%	0.033%	0.033%	0.033%
CAT IIIC	< 100' (Zero) OR < 1/16 mile (Zero)	0.116%	0.102%	0.103%	0.103%	0.110%	0.111%	0.111%	0.111%	0.111%	0.111%	0.103%	0.104%	0.104%
Subtotal		0.425%	0.374%	0.375%	0.375%	0.396%	0.398%	0.398%	0.396%	0.399%	0.399%	0.355%	0.356%	0.356%

Notes:

Calm Winds: 0 Knots (Kts)
Tail Wind: 5 Knots
Cross Winds: 13 Knots
16 Knots
20 Knots

Wind Data Source: National Climatic Data Center Asheville, North Carolina

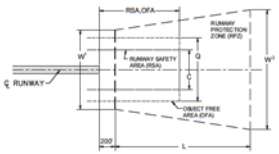
Station: James M. Cox Dayton International Airport

Period of Record: 1983-2002

No. of Observations: 175,272

AIRPORT DATA

ITEM	EXISTING	FUTURE
Airport Elevation	1009 (MSL)	1009 (MSL)
Airport Reference Point 1/	Lat. 39° 54' 09.97" N Long. 84° 13' 24.27" W	Lat. 39° 54' 09.90" N Long. 84° 13' 24.27" W
Mean Maximum Temperature of Hottest Month	90.9° F	90.9° F
Combined Wind Coverage (all WX)	10-13Kts	10-13Kts
Land Owned in Fee (Acres)	4235	Future - 4,622 Post 20 year - 6,066
Avigation Easement (Acres)	1.5	107
Magnetic Declination	5.36°W (Feb. 2007)	5.36°W (Feb. 2007)
Critical Design Aircraft	B767-400	B767-400
Critical Design Aircraft Tail Height	55'-10"	64'-0"
Airport Reference Code (ARC)	D-V	R/W 6L-24R (D-V) R/W 6R-24L (D-V) R/W 18-36 (D-V)
Terminal Navigational Aids	NDB, VOR/DME, VORTAC ATCT, ATIS, TRACON ROTATING BEACON, GPS ASR-9	NDB, VOR/DME, VORTAC ATCT, ATIS, TRACON ROTATING BEACON, GPS ASR-9



KEY MAP
N.T.S.

RUNWAY DATA

ITEM	6L	6L	24R	24R	6R	6R	24L	24L	18	18	36	36
	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE	EXISTING	FUTURE
Physical Length (Ft.)	10,900	12,600	10,900	12,600	7,001	8,500	7,001	8500	8,502	8,502	8,502	8,502
Runway Width (Ft.)	150	150	150	150	150	150	150	150	150	150	150	150
End Elevation (MSL)	997.8	995.3	998.3	998.3	1004.6	1004.4	1008.0	960.0	991.4	988.3	1008.1	1002.1
Displaced Threshold (FL) / Elevation (MSL)	None	None	None	None	None	2921/1004.6	None	None	None	None	None	None
PART 77 Runway Approach Slope	50:1	50:1	50:1	50:1	20:1	50:1	50:1	50:1	50:1	50:1	34:1	50:1
Touchdown Zone Elevation (MSL)	998.3	997.8	997.8	998.0	1004.6	1009.5	1008.9	1006.6	995.8	990.9	1008.0	1001.1
Pavement Strength (x 1,000lb.) 1/	100+(S) 200(D) 350(DT) 875(DDT)	100+(S) 350(D) 350(DT) 875(DDT)	100+(S) 200(D) 350(DT) 875(DDT)	100+(S) 200(D) 350(DT) 875(DDT)	100+(S) 200(D) 350(DT) 875(DDT)	100+(S) 350(D) 350(DT) 875(DDT)	100+(S) 200(D) 350(DT) 875(DDT)	100+(S) 350(D) 350(DT) 875(DDT)	100+(S) 200(D) 350(DT) 875(DDT)	100+(S) 350(D) 350(DT) 875(DDT)	100+(S) 200(D) 350(DT) 875(DDT)	100+(S) 350(D) 350(DT) 875(DDT)
Effective Runway Gradient (in %)	0.0208	0.0468	0.0208	0.0468	0.0467	0.1164	0.0639	0.1164	0.1166	0.2365	0.1368	0.2365
Runway Safety Area (RSA) (Actual)	500'x1,900'	500'x1,400'	500'x1,900'	500'x1,400'	500'x1,900'	500'x1,500'	500'x8,713'	500'x1,500'	500'x1,500'	500'x1,500'	500'x1,500'	500'x1,500'
Runway Safety Area (RSA) (Design Standard)	500'x1,900'	500'x1,400'	500'x1,900'	500'x1,400'	500'x1,500'	500'x1,500'	500'x8,287'	500'x1,500'	500'x1,500'	500'x1,500'	500'x1,500'	500'x1,500'
Runway Object Free Area (OFA) (Actual)	800'x1,900'	800'x1,400'	800'x1,900'	800'x1,400'	800'x1,900'	800'x1,240'	800'x8,856'	800'x1,240'	800'x1,500'	800'x1,500'	800'x1,500'	800'x1,500'
Runway Object Free Area (OFA) (Design Standard)	800'x1,900'	800'x1,400'	800'x1,900'	800'x1,400'	800'x1,500'	800'x1,500'	800'x8,287'	800'x1,500'	800'x1,500'	800'x1,500'	800'x1,500'	800'x1,500'
Precision Obstacle Free Zone (POFZ)	200'x800'	200'x800'	200'x800'	200'x800'	N/A	200'x800'	200'x800'	200'x800'	200'x800'	200'x800'	200'x800'	200'x800'
Runway Lighting	HIRL	HIRL	HIRL	HIRL	HIRL	HIRL	HIRL	HIRL	HIRL	HIRL	HIRL	HIRL
Runway Approach Lighting	ALSF-II	ALSF-II	MALSR	MALSR	NONE	MALSR	MALSR	MALSR	MALSR	MALSR	NONE	MALSR
Runway Marking	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION	PRECISION
Runway Approach Category	CAT II	CAT II	CAT I	CAT I	NPI-1 MILE	CAT I	CAT I	CAT I	CAT I	CAT I	NPI-1 Mile	CAT I
Surface Composition	Asph/Conc	Asph/Conc	Asph/Conc	Asph/Conc	Asph/Conc	Asph/Conc	Asph/Conc	Asph/Conc	Asphalt	Asphalt	Asphalt	Asphalt
Runway End Coordinates 2/ -Latitude (North)	39° 53' 26.69"	39° 53' 24.65"	39° 54' 43.86"	39° 54' 55.39"	39° 53' 21.64"	39° 53' 23.68"	39° 53' 42.40"	39° 54' 13.79"	39° 55' 03.29"	39°53'41.85"	39°53' 38.39"	39° 54' 09.09"
-Longitude (West)	84° 13' 23.65"	84° 15' 13.21"	84° 12'59.61"	84° 13' 06.23"	84° 13' 20.63"	84° 13' 23.85"	84° 12' 06.75"	84° 11' 53.81"	84° 12' 43.36"	84° 12' 44.34"	84° 12' 40.55"	84° 12'41.55"
Displaced Threshold 2/ -Latitude (North) Coordinates -Longitude (West)	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	39° 53' 27.44" 84° 13' 23.91"	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable	Not Applicable
Runway Geodetic Azimuth 3/	89°09'59"	89°09'59"	269°21'23"	269°21'23"	89°21'25"	89°21'25"	269°22'13"	269°22'13"	179°57'37"	179°57'37"	349°39'34"	359°39'34"
Runway True Bearing	89°21'55"	89°21'55"	269°21'55"	269°21'55"	89°21'27"	89°21'27"	269°22'17"	269°22'17"	181°28'28"	181°28'28"	01°28'28"	01°28'28"
Runway Surface Treatment	Grooved	Grooved	Grooved	Grooved	Grooved	Grooved	Grooved	Grooved	Grooved	Grooved	Grooved	Grooved
Taxiway Safety Area Width	171'	214'	171'	214'	171'	214'	171'	214'	171'	214'	171'	214'
Taxiway Lighting	HITL	HITL	HITL	HITL	HITL	HITL	HITL	HITL	HITL	HITL	HITL	HITL
Navigational Aids and Visual Aids	ILS NDB LOC GS MM REIL Mi, OM RVR	ILS ND-B LOC GS MM P-APT Mi, OM RVR	VASI-4 LOC GS MM REIL RVR OM	P-APT LOC GS RVR OM	NDB VOR/DME REIL PAPI	LOC GS RVR PAPI OM	RVR GS RVR LOC OM MM	PAPI GS RVR LOC OM	LOC GS RVR OM MM	LOC GS LOC RVR OM PAPI	REIL VASI-4	LOC GS RVR OM PAPI

1/ Pavement strengths denoted as (S) Single, (D) Dual, (DT) Dual Tandem, and (DDT) Double Dual Tandem, wheel-loading capacities.
2/ All latitude and longitude coordinates are in North American Datum of 1983 (NAD 83).
3/ Reference OC Chart 107 (Aug 1999)

RUNWAY PROTECTION ZONE DATA

RUNWAY	APPROACH CATEGORY	LENGTH (L) (FT)	INNER WIDTH (W') (FT)	OUTER WIDTH (W'') (FT)	RSA LENGTH (L) (FT)	RSA WIDTH C (FT)	OFA LENGTH (L) (FT)	OFA WIDTH Q (FT)
EXISTING 6L	III	2,500	1,000	1,750	1,000	500	1,000	800
EXISTING 24R	I	2,500	1,000	1,750	1,000	500	1,000	800
EXISTING 6R	NPI	1,700	500	1,010	1,000(L) / 951(R) 4/	495 4/	715(L) /2930(R)	800
EXISTING 24L	I	2,500	1,000	1,750	1,000	500	623(L) /930(R)	800
EXISTING 18	I	2,500	1,000	1,750	1,000	500	1,000	800
EXISTING 36	NPI	1,700	500	1,010	1,000	500	1,000	800
FUTURE 6L	III	2,500	1,000	1,750	1,000	500	1,000	800
FUTURE 24R	III	2,500	1,000	1,750	1,000	500	1,000	800
FUTURE 6R	I	2,500	1,000	1,750	1,000(L) / 951(R) 4/	495 4/	715(L) /2930(R)	800
FUTURE 24L	I	2,500	1,000	1,750	1,000	500	1,000	800
FUTURE 18	I	2,500	1,000	1,750	1,000	500	1,000	800
FUTURE 36	I	2,500	1,000	1,750	1,000	500	1,000	800

4/ Requesting a Modification to Design Standards for RVT deficiency in RSA.

RUNWAY DECLARED DISTANCES

ITEM	6R	6R	24L	24L
	EXISTING	FUTURE	EXISTING	FUTURE
Takeoff Run Available (TORA)	7,001'	8,500'	7,001'	8,213'
Takeoff Distance Available (TODA)	7,001'	8,500'	7,001'	8,213'
Landing Distance Available (LDA)	7,001'	8,240'	7,001'	8,500'
Accelerate Stop Distance Available (ASDA)	7,001'	8,240'	7,001'	8,500'

Legend of Terminology

ALSF-II	Approach Light System With Sequenced Flashing Lights (for ILS CAT II and CAT III Precision Approaches)
ARFF	Airport Rescue and Fire Fighting
ARP	Airport Reference Point
ASR	Airport Surveillance Radar
ASOS	Automated Surface Observation System
ATCT	Air Traffic Control Tower
CAT	Category of Instrument Approach
CL	Centerline
CA	Critical Area
DVOR/DME	Doppler Very High Frequency Omni-range with Distance Measuring Equipment
GS	Glide Slope
HIRL	High Intensity Runway Lights
ILS	Instrument Landing System
IM	Inner Marker
LLWAS	Low Level Wind Shear Alert System
LOC	Localizer
LOM	Compass Locator with Outer Marker
MALSR	Medium Intensity Approach Light System including Runway Alignment Indicator Lights
MIRL	Medium Intensity Runway Lights
MM	Middle Marker
NPI	Non-Precision Instrumentation
NPI-C	Non-Precision Instrumentation with Visibility Minimums Greater than 3/4 Mile
OFA	Object Free Area
OFA-E	Object Free Area - Extended
OM	Outer Marker
PAPI	Precision Approach Path Indicator
POFZ	Precision Obstacle Free Zone
RAIL	Runway Alignment Indicator Lights
REIL	Runway End Identifier Lights
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RTR	Remote Transmitter Receiver
RVR	Runway Visual Range
RW	Runway
TBR	To Be Removed
TDZ	Touchdown Zone Lights
TW	Taxiway
VASI	Visual Approach Slope Indicator
WSDCK	Windsock

AIRPORT ELEVATION: 1009 MSL

DATE	REVISION	BY

Approved by
FEDERAL AVIATION ADMINISTRATION
Director: Date:

DAYTON INTERNATIONAL AIRPORT
Director Date

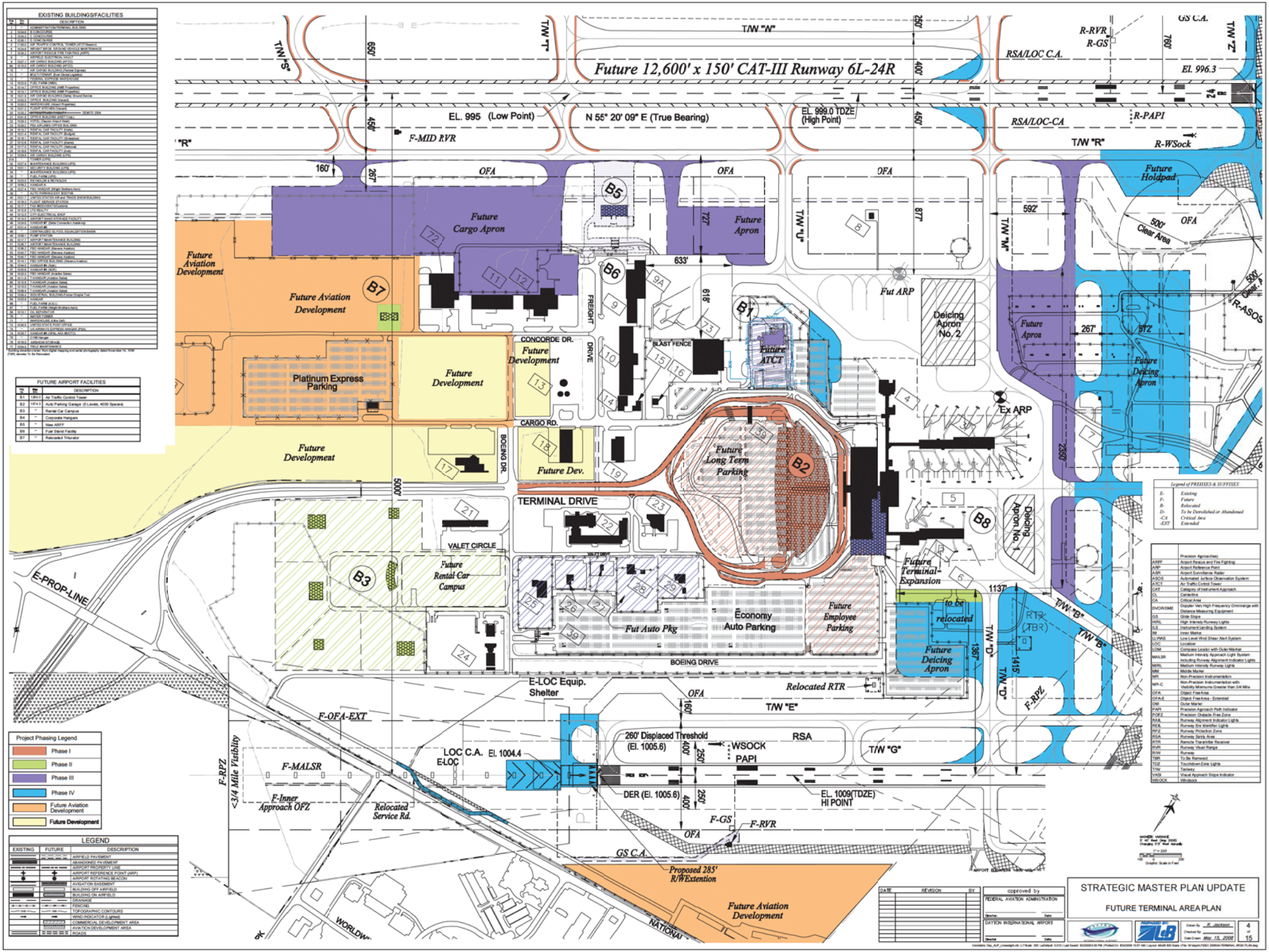
STRATEGIC MASTER PLAN UPDATE

AIRPORT DATA SHEET

PREPARED BY: L&B

Drawn By: R. Jackson
Checked By:
Date Drawn: May 15, 2008

Coordinates: DAY_Data_sheet.dtb | Route: 0.20 | LwDefault: 0.010 | Last Saved: 6/23/2008 10:57 AM | Plotted On: 6/24/2008 10:08 AM | Layout: Layout1 | File: Kelley/ALP/DEC 2008/03-AIRPORT DATA.dwg



EXISTING BUILDINGS/FACILITIES

No.	Bldg. No.	DESCRIPTION
1	—	ADMINISTRATION/TERMINAL BUILDING
2	1034.3	E CONCOURSE
3	1034.4	D CONCOURSE
4	1034.5	C CONCOURSE
5	1116.0	AIR TRAFFIC CONTROL TOWER (ATCT/Beacon)
6	1034.2	AIRPORT SERVICE MAINTENANCE
7	1035.1	AIRPORT RESCUE FIRE FIGHTING (ARFF)
8	1037.1	AIRFIELD ELECTRICAL VAULT
9	1037.1	AIR CARGO BUILDING (AFCO)
10	1037.2	AIR CARGO BUILDING (AFCO)
11	—	AIR CARGO BUILDING (Federal Express)
12	—	MULTI-TENANT (Dnata Catering)
13	—	FEDERAL EXPRESS WAREHOUSE
14	1019.3	FUEL FARM (Mobil)
15	1014.7	OFFICE BUILDING (ABB Properties)
16	1014.1	OFFICE BUILDING (ABB Properties)
17	1031.0	AIR CARGO BUILDING (Delta) Ground Service
18	1033.3	OFFICE BUILDING (Vacant)
19	1035.0	WAREHOUSE (Airport Properties)
20	1031.2	FLIGHT KITCHEN (Vacant)
21	1035.4	~~AIRFIELD MAINTENANCE~~ DEMOD 2004
22	1039.2	OFFICE BUILDING (AMET Corp.)
23	1039.3	HOTEL (Dayton Airport Hotel)
24	1039.1	FAA AIRLINES OFFICE BUILDING
25	1014.5	RENTAL CAR FACILITY (Enterp)
26	1021.4	RENTAL CAR FACILITY (Budget)
27	1018.1	RENTAL CAR FACILITY (Dollar/Thrifty)
28	1014.6	RENTAL CAR FACILITY (Alamo)
29	1017.0	RENTAL CAR FACILITY (National)
30	1018.6	RENTAL CAR FACILITY (Avis)
31	1039.8	AIR CARGO BUILDING (UPS)
32	—	TOWER (UPS)
33	1037.4	MAINTENANCE BUILDING (UPS)
34	1020.1	SECURITY BUILDING (UPS)
35	—	MAINTENANCE BUILDING (UPS)
36	—	FUEL FARM (UPS)
37	1039.0	REYNOLDS & REYNOLDS
38	1039.7	HANGAR A
39	1037.4	FBO HANGAR (Wright Brothers Aero)
40	—	AUTO PARKING/LIGHT BUILDING
41	1021.7	UNITED STATES AIR and TRADE SHOW BUILDING
42	1018.2	FLIGHT SERVICE STATION
43	1017.7	FAA MIDCOM/TACAN/ILS
44	1018.4	T/S RELAY
45	1018.0	CITI ELECTRICAL SHOP
46	1014.0	AIRPORT RAMP STORAGE FACILITY
47	1034.8	HANGAR #7 (Delta Connection Assembly)
48	1037.4	HANGAR #8
49	—	OVERFLOW/DEICING FLUID EQUALIZATION BASIN
50	1036.1	PUMP STATION
51	1017.7	AIRPORT MAINTENANCE BUILDING
52	1017.7	AIRPORT MAINTENANCE BUILDING
53	1036.2	FBO HANGAR (Stevens Aviation)
54	1036.2	FBO HANGAR (Stevens Aviation)
55	1036.2	FBO HANGAR (Stevens Aviation)
56	1014.1	FBO OFFICE BUILDING (Stevens Aviation)
57	—	HANGAR #9 (NEW)
58	1035.6	HANGAR #9 (NEW)
59	1033.5	FBO HANGAR (Fedex Sales)
60	1013.8	T HANGAR (Aviation Sales)
61	1019.8	T HANGAR (Aviation Sales)
62	1019.0	T HANGAR (Aviation Sales)
63	1039.4	T HANGAR (Aviation Sales)
64	1039.4	INSTR/Prel. BUILDING/Former Engine Test
65	1033.9	HANGAR
66	—	FUEL FARM (AVI)
67	1019.3	FUEL FARM (Brothers Aero)
68	1019.1	OIL SEPARATOR
69	—	WATER TOWER
71	—	WAREHOUSE (Ultra Dell)
72	1035.5	UNITED STATES POST OFFICE
73	—	US AIRWAYS EXPRESS (Airmark) (PSA)
74	1039.1	HANGAR #9 (PSA, AVA, MACO)
75	—	CYM (Verger)
76	1018.4	AIRBORNE EXPRESS
77	1039.0	FIELD MAINTENANCE

Building shapes taken from digital mapping and aerial photography dated from late '90, 1998
(TBR) denotes To Be Relocated

FUTURE AIRPORT FACILITIES

No.	Bldg. No.	DESCRIPTION
B1	1260.0	Air Traffic Control Tower
B2	1074.5	Auto Parking Garage (5 Levels, 4000 Spaces)
B3	—	Rental Car Campus
B4	—	Corporate Hangars
B5	—	New ARFF
B6	—	Fuel Stand Facility
B7	—	Relocated Tribunator

Project Phasing Legend

- Phase I
- Phase II
- Phase III
- Phase IV
- Future Aviation Development
- Future Development

LEGEND

EXISTING	FUTURE	DESCRIPTION
		AIRFIELD PAVEMENT
		ABANDONED PAVEMENT
		AIRPORT PROPERTY LINE
		AIRPORT REFERENCE POINT (ARP)
		AIRPORT ROTATING BEACON
		AVIGATION EASEMENT
		BUILDING OFF AIRFIELD
		BUILDING ON AIRFIELD
		DRAINAGE
		FENCING
		TOPOGRAPHIC CONTOURS
		WIND INDICATOR (Lighted)
		COMMERCIAL DEVELOPMENT AREA
		AVIATION DEVELOPMENT AREA
		ROADS

Legend of PREFIXES & SUFFIXES

E-	Existing
F-	Future
R-	Relocated
D-	To be Demolished or Abandoned
-CA	Critical Area
-EXT	Extended

	Precision Approaches)
ARFF	Airport Rescue and Fire Fighting
ARP	Airport Reference Point
ASR	Airport Surveillance Radar
ASOS	Automated Surface Observation System
ATCT	Air Traffic Control Tower
CAT	Category of Instrument Approach
CL	Centerline
CA	Critical Area
DVOR/DME	Doppler Very High Frequency Omnirange with Distance Measuring Equipment
GS	Glide Slope
HIRL	High Intensity Runway Lights
ILS	Instrument Landing System
IM	Inner Marker
LLWAS	Low Level Wind Shear Alert System
LOC	Localizer
LOM	Compass Locator with Outer Marker
MALSR	Medium Intensity Approach Light System including Runway Alignment Indicator Lights
MIRL	Medium Intensity Runway Lights
MM	Middle Marker
NPI	Non-Precision Instrumentation
NPI-C	Non-Precision Instrumentation with Visibility Minimums Greater than 3/4 Mile
OFA	Object Free Area
OFA-E	Object Free Area - Extended
OM	Outer Marker
PAPI	Precision Approach Path Indicator
POFZ	Precision Obstacle Free Zone
RAIL	Runway Alignment Indicator Lights
REIL	Runway End Identifier Lights
RPZ	Runway Protection Zone
RSA	Runway Safety Area
RTR	Remote Transmitter Receiver
RVR	Runway Visual Range
R/W	Runway
TBR	To Be Removed
TDZ	Touchdown Zone Lights
T/W	Taxiway
VASI	Visual Approach Slope Indicator
WSOCK	Windsock

DATE	REVISION	BY

approved by
FEDERAL AVIATION ADMINISTRATION
Director — Date
DAYTON INTERNATIONAL AIRPORT
Director — Date

STRATEGIC MASTER PLAN UPDATE

FUTURE TERMINAL AREA PLAN

PREPARED BY: LeB

Drawn By: R. Jackson
Checked By:
Date Drawn: May 15, 2008

4 of 15

Object-ID	DESCRIPTION	OBJECT ELEV	PT77 SURFACE	PENETRATION	EASTING	NORTHING	(WGS)LATITUDE DD-MM-SS.ssss	(NSLONG)TUDE DD-MM-SS.ssss	DISPOSITION
15	AIR UTE APPR	992.0	PT 77-PRIM_19-36	1.4	1468306.4289	720097.3040	W39-55-04.4317	N84-12-40.4478	TO BE RELOCATED
59	TREE	1056.0	PT77-APPR-INNR-TRANS_6R	18.6	1464444.6789	691950.8960	W39-53-13.5881	N84-13-30.2774	TO BE REMOVED OR LOWERED
69	TREE_CLUSTER	1049.0	PT77-APPR-INNR_6R	28.8	1464446.4339	692214.0900	W39-53-16.1692	N84-13-30.3117	TO BE REMOVED
73	TREE	1048.0	PT77-APPR-INNR-TRANS_6R	11.2	1464992.2551	692527.1364	W39-53-17.3890	N84-13-23.3364	TO BE REMOVED OR LOWERED
78	TREE	1039.0	PT77-APPR-INNR-TRANS_6R	6.6	1465165.0941	692481.7884	W39-53-16.8499	N84-13-21.1593	TO BE REMOVED OR LOWERED
98	POLE-ELEC	1022.0	PT 77-TRANS_6R-24L	19.1	1466783.4131	689621.2574	W39-54-18.8798	N84-11-57.5723	TO BE RELOCATED
300	ATCT-PROPOSED	1260.0	PT 77-HORZ	101.0	1464422.7086	688476.7315	W39-54-60.2600	N84-13-31.7100	FAA AIRSPACE REQUIRED
301	CELL TOWER	1130.0	PT77-APPR-INNR_36	43.6	1467345.8274	692962.7570	W39-53-24.0938	N84-13-54.5871	FAA AIRSPACE REQUESTED. CLEARS TERPS
103 - KDAY0053	TREE	1045.0	PT77-APPR-INNR-TRANS_24L	5.9	1463169.5945	687887.1231	W39-54-11.0900	N84-11-09.7200	TO BE REMOVED OR LOWERED
108 - KDAY0053	OL ON ANT	1012.0	PT 77-PRIM_19-36	10.0	1467871.4318	692430.9158	W39-54-08.3600	N84-12-47.6500	OBJECT IS OBSTRUCTION LIGHTED
200 - KDAY0001	ANTENNA	1163.0	PT 77-HORZ	4.0	1468771.4061	686957.3379	W39-52-25.0400	N84-12-33.0000	FAA AIRSPACE REQUESTED
205 - KDAY0004	OL ON ANT ON TANK	1163.0	PT77-APPR-INNR_36	20.5	1469985.3857	690174.1369	W39-53-07.0300	N84-12-20.3100	OBJECT IS OBSTRUCTION LIGHTED
206 - KDAY0006	TREE	1094.0	PT77-APPR-INNR_6L	66.1	1474071.2489	691854.8581	W39-53-10.6400	N84-13-40.2999	TO BE REMOVED
206 - KDAY0007	ROD ON BLDG	1071.0	PT77-APPR-INNR-TRANS_6R	5.4	1464387.9195	691673.8365	W39-53-16.8200	N84-13-30.9500	TO BE OBSTRUCTION LIGHTED
207 - KDAY0008	TREE	1061.0	PT77-APPR-INNR_6R	26.1	1463859.2080	691804.7807	W39-53-12.0100	N84-13-38.0000	TO BE REMOVED OR LOWERED
208 - KDAY0010	TREE	1063.0	PT77-APPR-INNR-TRANS_6R	13.4	1464467.9618	691884.2631	W39-53-12.9200	N84-13-29.5700	TO BE REMOVED OR LOWERED
210 - KDAY0011	TREE	1063.0	PT77-APPR-INNR-TRANS_6R	17.6	1464562.3927	692017.1183	W39-53-14.2600	N84-13-27.7500	TO BE REMOVED OR LOWERED
212 - KDAY0013	TREE	1063.0	PT77-APPR-INNR-TRANS_6L	36.3	1476018.6761	692299.6715	W39-53-15.4100	N84-15-18.4000	TO BE REMOVED
234 - KDAY0037	ANT ON NAVG BLDG	1010.0	PT77-PRIM_6L-24R	15.9	1477965.0059	694267.4123	W39-53-36.2300	N84-14-53.7000	FIXED BY FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
236 - KDAY0039	OL ON LOC	1003.0	PT77-PRIM_6L-24R	8.7	1477908.0653	694506.7248	W39-53-37.5800	N84-14-54.7400	FIXED BY FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
238 - KDAY0041	OL ON GS ANT	1027.0	PT77-PRIM_6L-24R	29.8	1478209.8718	695849.8504	W39-53-51.1000	N84-14-38.3800	FIXED BY FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
239 - KDAY0042	OL ON WSK	1007.0	PT77-PRIM_6L-24R	10.0	1479583.2023	695887.1721	W39-53-51.5400	N84-14-33.8500	FIXED BY FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
240 - KDAY0043	OL ON ROD ON RTR TWR	1067.0	PT 77-TRANS_6R-24L	17.5	1467329.1365	695862.5984	W39-53-52.9600	N84-12-54.2300	OBJECT IS OBSTRUCTION LIGHTED
245 - KDAY0045	OL ON GS	1032.0	PT77-PRIM_6R-24L	30.5	1469470.8708	696077.8976	W39-53-59.4300	N84-12-14.0700	FIXED BY FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
250 - KDAY0051	OL ON HANGAR	1049.0	PT77-TRANS_19-36	1.5	1469162.6235	697369.9142	W39-54-08.0000	N84-12-31.0700	OBJECT IS OBSTRUCTION LIGHTED
253 - KDAY0054	OL ON HANGAR	1053.0	PT77-TRANS_19-36	2.4	1469977.4495	697495.5771	W39-54-08.9800	N84-12-21.9200	OBJECT IS OBSTRUCTION LIGHTED
260 - KDAY0060	POLE-UTILITY	1027.0	PT77-APPR-INNR-TRANS_24L	14.3	1461877.2907	698559.4508	W39-54-20.2600	N84-11-56.5300	TO BE RELOCATED IN FUTURE
262 - KDAY0066	TREE	1048.0	PT77-APPR-INNR_36L	23.8	1463466.2468	698336.3149	W39-54-28.2200	N84-11-37.1000	TO BE REMOVED OR LOWERED
263 - KDAY0066	OL ON ATCT RAMP TWR	1159.0	PT 77-HORZ	0.0	1462883.5350	698110.5709	W39-54-29.9100	N84-13-54.9400	OBJECT IS OBSTRUCTION LIGHTED
266 - KDAY0069	OL ON GS ANT	1027.0	PT77-APPR-INNR_36R	26.1	1466940.0713	700718.0721	W39-54-40.8100	N84-13-04.2499	FIXED BY FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
271 - KDAY0073	OL ON GS	1018.0	PT77-TRANS_19-36	3.3	1467964.1939	701910.0328	W39-54-52.5800	N84-12-51.4000	FIXED BY FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
277 - KDAY0080	OL ON TRMSN TWR ⚠	1116.4	PT77-APPR-INNR_18	19.9	1469254.5146	712022.7060	W39-55-32.8000	N84-12-30.4500	OBJECT IS OBSTRUCTION LIGHTED - CLEARS TERPS
278 - KDAY0084	OL ON TRMSN TWR ⚠	1121.4	PT77-APPR-INNR_18	21.9	1468257.0181	712044.6462	W39-55-32.8300	N84-12-46.2600	OBJECT IS OBSTRUCTION LIGHTED - CLEARS TERPS
279 - KDAY0085	OL ON TRMSN TWR ⚠	1124.4	PT77-APPR-INNR_18	24.4	1467278.1736	712064.2473	W39-55-32.8400	N84-12-58.8300	OBJECT IS OBSTRUCTION LIGHTED - CLEARS TERPS
74 - KDAY0018	TREE	1061.0	PT77-APPR-INNR-TRANS_6R	24.3	1465551.6354	692554.7944	W39-53-17.6700	N84-13-22.9400	TO BE REMOVED OR LOWERED
95 - KDAY0062	POLE	1027.0	PT 77-TRANS_6R-24L	17.6	1461999.9135	698413.0080	W39-54-18.7800	N84-11-58.7700	TO BE RELOCATED
A1	Service Rd (N)	1020.1	PT77-APPR-INNR_6R	15.7	1465368.9394	692706.8063	W39-53-21.1532	N84-13-22.4478	CONTROLLED ACCESS
A3	US-40 (N)	1020.3	PT77-APPR-INNR_6R	12.7	1464973.5634	692563.1956	W39-53-19.7186	N84-13-23.6102	FAA AIRSPACE REQUESTED - CLEARS TERPS

NOTES:

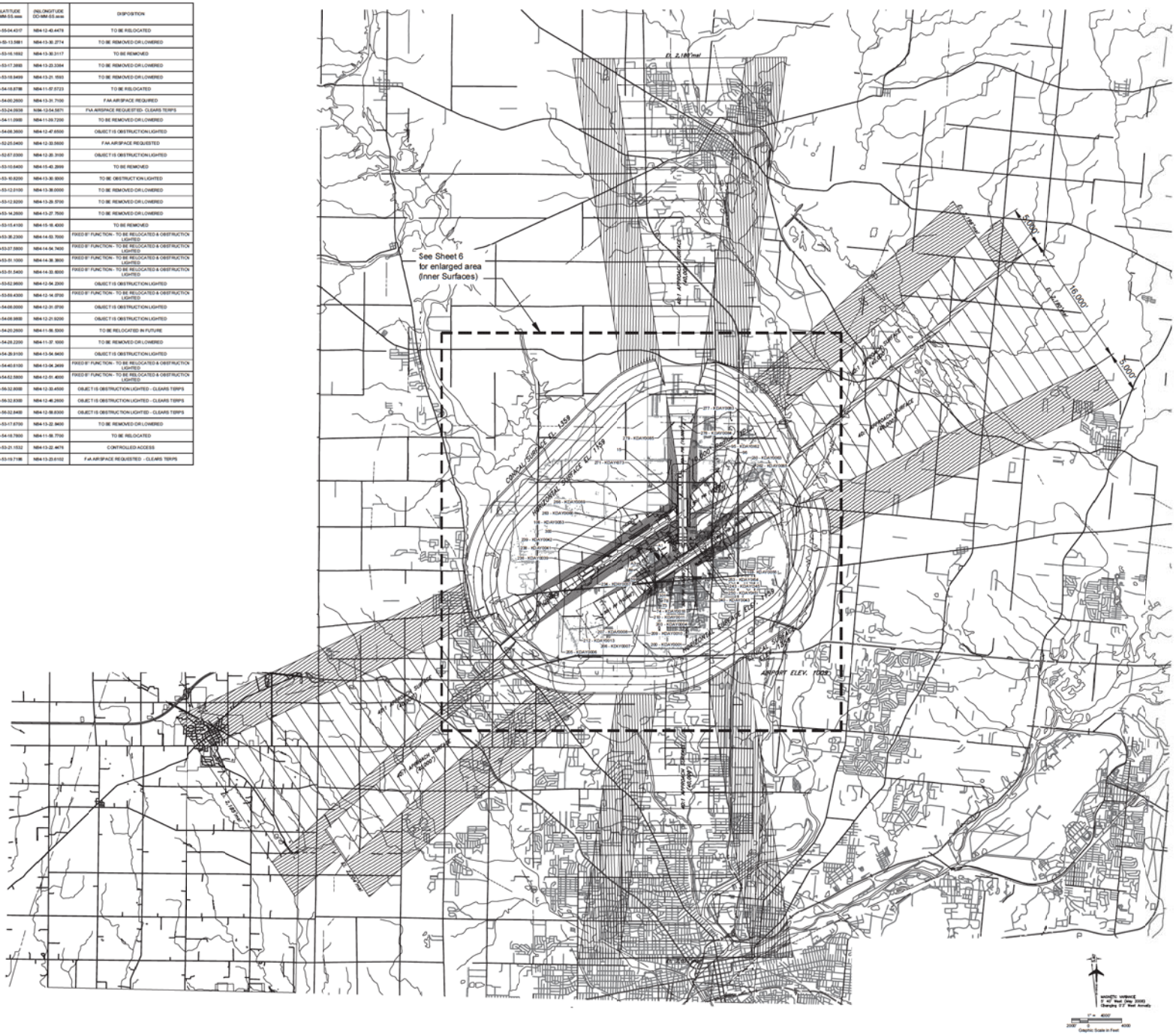
⚠ Includes 3' Obstruction Light

2. Indicated elevations of roadways & railroads which traverse the RPZ include 15 feet for non-interstate (N), 17 feet for inter-state (I) and 23 feet for railroad tracks (r).

3. Ground Elevations taken from base maps provided by Woolpert Inc, Dayton Ohio from March 1999 survey.

4. Objects identified with a "-KDAY" suffix are objects taken from OC-Chart 107, revised August 1998. Objects identified with a numeric value are from a November 2005 survey completed by Airborne Solutions LLC.

5. Objects identified as alphanumeric, ie "A1" are Traverses as required by FAR Part 77.



AIRPORT ELEVATION: 1009 MSL

DATE	REVISION	BY

Approved by

FEDERAL AVIATION ADMINISTRATION

Director _____ Date _____

DAYTON INTERNATIONAL AIRPORT

Director _____ Date _____

STRATEGIC MASTER PLAN UPDATE

PART 77 AIRSPACE PLAN (1:4000)

AIRSPACE VIOLATIONS ONLY

PREPARED BY: LeB

Drawn By: R. Jackson

Checked By: _____

Date Drawn: May 15, 2008

Coordinate: DAY_PT77-0.dib | LTScale: 500 | cwDefault: 0.010 | Last Saved: 6/2/2008 5:41 PM | Plotted On: 6/24/2008 10:09 AM | Layout: 1 To 4000 | File: M:\day\ALP\DGE 05B05-R\AR1-77 AIRSPACE OVERALL.dwg

Object-ID	DESCRIPTION	OBJECT ELEV	PT77 SURFACE	PENETRATION	EASTING	NORTHING	(WGS)LATITUDE DD-MM-SS.ssss	(NSG)NGITUDE DD-MM-SS.ssss	DISPOSITION
15	AIR LITE APPR	992.0	PT77-PRIM_18-36	1.4	1468306.4289	720097.3040	W39-53-04.4317	N84-12-43.4478	TO BE RELOCATED
59	TREE	1056.0	PT77-APPR-INNR-TRANS_6R	16.6	1469444.0769	691950.8640	W39-53-13.5661	N84-13-30.2774	TO BE REMOVED OR LOWERED
69	TREE_CLUSTER	1049.0	PT77-APPR-INNR_6R	28.8	1469446.4339	692214.0900	W39-53-16.1692	N84-13-30.3117	TO BE REMOVED
73	TREE	1048.0	PT77-APPR-INNR-TRANS_6R	11.2	1469092.2551	692327.1384	W39-53-17.3890	N84-13-23.3384	TO BE REMOVED OR LOWERED
78	TREE	1039.0	PT77-APPR-INNR-TRANS_6R	6.6	1468165.0641	692481.7884	W39-53-18.8498	N84-13-21.1593	TO BE REMOVED OR LOWERED
96	POLE-ELEC	1022.0	PT77-TRANS_6R-24L	19.1	1491783.4131	698421.2574	W39-54-18.8798	N84-11-57.5723	TO BE RELOCATED
308	ATCT-PROPOSED	1260.0	PT77-HORZ	101.0	1469422.7098	696676.7315	W39-54-00.2930	N84-13-31.7100	FAA AIRSPACE REQUIRED
301	CELL TOWER	1130.0	PT77-APPR-INNR_36	43.6	1467345.8274	692962.7570	W39-53-24.0938	N84-12-54.5871	FAA AIRSPACE REQUESTED- CLEARS TERPS
103 - KDAY0055	TREE	1045.0	PT77-APPR-INNR-TRANS_24L	5.9	1469169.5945	697887.1231	W39-54-11.0900	N84-11-39.7200	TO BE REMOVED OR LOWERED
108 - KDAY0053	OL ON ANT	1012.0	PT 77-PRIM_18-36	10.0	1467871.4318	697430.8158	W39-54-08.3930	N84-12-47.6500	OBJECT IS OBSTRUCTION LIGHTED
200 - KDAY0001	ANTENNA	1163.0	PT77-HORZ	4.0	1468771.4061	686957.3079	W39-52-25.0490	N84-12-30.5600	FAA AIRSPACE REQUESTED
203 - KDAY0004	OL ON ANT ON TANK	1163.0	PT77-APPR-INNR_36	20.5	1469865.3957	691174.1599	W39-53-07.0300	N84-12-20.3100	OBJECT IS OBSTRUCTION LIGHTED
205 - KDAY0006	TREE	1094.0	PT 77-APPR-INNR_6L	66.1	1474871.2489	691854.8551	W39-53-10.6400	N84-15-43.2999	TO BE REMOVED
206 - KDAY0007	ROD ON BLDG	1071.0	PT77-APPR-INNR-TRANS_6R	5.4	1469497.9195	695673.8365	W39-53-10.8200	N84-13-30.9300	TO BE OBSTRUCTION LIGHTED
207 - KDAY0008	TREE	1061.0	PT77-APPR-INNR_6R	28.1	1469839.2080	695904.7607	W39-53-12.0100	N84-13-38.0000	TO BE REMOVED OR LOWERED
209 - KDAY0010	TREE	1063.0	PT77-APPR-INNR-TRANS_6R	13.4	1469497.9618	691884.2631	W39-53-12.9200	N84-13-29.5700	TO BE REMOVED OR LOWERED
210 - KDAY0011	TREE	1063.0	PT77-APPR-INNR-TRANS_6R	17.6	1469642.3927	692017.1183	W39-53-14.2600	N84-13-27.7500	TO BE REMOVED OR LOWERED
212 - KDAY0013	TREE	1063.0	PT77-APPR-INNR-TRANS_6L	36.3	1476018.8761	692299.6715	W39-53-15.4100	N84-15-18.4300	TO BE REMOVED
234 - KDAY0037	ANT ON NAVD BLDG	1010.0	PT77-PRIM_6L-24R	15.9	1477965.0059	694267.4123	W39-53-35.2300	N84-14-53.7000	FIXED B7 FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
236 - KDAY0039	OL ON LOC	1003.0	PT77-PRIM_6L-24R	8.7	1477908.0653	694506.7248	W39-53-37.5800	N84-14-54.7400	FIXED B7 FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
238 - KDAY0041	OL ON GS ANT	1027.0	PT77-PRIM_6L-24R	29.8	1478209.8718	696649.9504	W39-53-51.1000	N84-14-38.3800	FIXED B7 FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
239 - KDAY0042	OL ON WSK	1007.0	PT77-PRIM_6L-24R	10.0	1478583.2023	695887.1721	W39-53-51.5400	N84-14-33.6000	FIXED B7 FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
240 - KDAY0043	OL ON ROD ON RTR TWR	1067.0	PT77-TRANS_6R-24L	17.5	1467329.1365	695662.5594	W39-53-52.9600	N84-12-54.2300	OBJECT IS OBSTRUCTION LIGHTED
243 - KDAY0045	OL ON GS	1032.0	PT77-PRIM_6R-24L	30.5	1469470.8708	696477.8676	W39-53-59.4300	N84-12-14.0700	FIXED B7 FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
250 - KDAY0051	OL ON HANGAR	1049.0	PT 77-TRANS_18-36	1.5	1469162.6235	697369.9142	W39-54-08.0000	N84-12-01.0700	OBJECT IS OBSTRUCTION LIGHTED
253 - KDAY0054	OL ON HANGAR	1053.0	PT 77-TRANS_18-36	2.4	1469877.4495	697455.5771	W39-54-08.9800	N84-12-21.9200	OBJECT IS OBSTRUCTION LIGHTED
260 - KDAY0063	POLE-UTILITY	1027.0	PT77-APPR-INNR-TRANS_24L	14.3	1491877.2907	698559.4638	W39-54-20.2600	N84-11-56.5300	TO BE RELOCATED IN FUTURE
262 - KDAY0065	TREE	1048.0	PT77-APPR-INNR_24L	23.8	1493606.2468	698336.3149	W39-54-28.2200	N84-11-37.1000	TO BE REMOVED OR LOWERED
263 - KDAY0066	OL ON ATCT RAMP TWR	1159.0	PT77-HORZ	0.0	1462893.5350	698710.5709	W39-54-29.5100	N84-13-54.6400	OBJECT IS OBSTRUCTION LIGHTED
266 - KDAY0069	OL ON GS ANT	1027.0	PT77-APPR-INNR_24R	28.1	1469840.0713	700718.0721	W39-54-40.6100	N84-13-04.2496	FIXED B7 FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
271 - KDAY0073	OL ON GS	1018.0	PT 77-TRANS_18-36	3.3	1467564.1909	701910.0328	W39-54-52.5800	N84-12-51.4000	FIXED B7 FUNCTION - TO BE RELOCATED & OBSTRUCTION LIGHTED
277 - KDAY0083	OL ON TRMSN TWR ⚠	1116.4	PT77-APPR-INNR_18	19.9	1469254.5146	712032.7060	W39-55-32.8000	N84-12-33.4500	OBJECT IS OBSTRUCTION LIGHTED - CLEARS TERPS
278 - KDAY0084	OL ON TRMSN TWR ⚠	1121.4	PT77-APPR-INNR_18	21.9	1468257.0181	712044.8462	W39-55-32.8300	N84-12-46.2600	OBJECT IS OBSTRUCTION LIGHTED - CLEARS TERPS
279 - KDAY0085	OL ON TRMSN TWR ⚠	1124.4	PT77-APPR-INNR_18	24.4	1467278.1736	712044.2473	W39-55-32.8400	N84-12-58.8300	OBJECT IS OBSTRUCTION LIGHTED - CLEARS TERPS
74 - KDAY0018	TREE	1061.0	PT77-APPR-INNR-TRANS_6R	24.3	1469351.6354	692354.7644	W39-53-17.8700	N84-13-22.8400	TO BE REMOVED OR LOWERED
95 - KDAY0062	POLE	1027.0	PT77-TRANS_6R-24L	17.8	1491999.9135	698413.0090	W39-54-18.7800	N84-11-58.7700	TO BE RELOCATED
A1	Service Rd (N)	1003.1	PT77-APPR-INNR_6R	15.7	1465068.9394	692706.8043	W39-53-21.1532	N84-13-22.4478	CONTROLLED ACCESS
A3	US-40 (N)	1020.3	PT77-APPR-INNR_6R	12.7	1464873.5834	692563.1656	W39-53-19.7166	N84-13-23.6102	FAA AIRSPACE REQUESTED - CLEARS TERPS

NOTES:

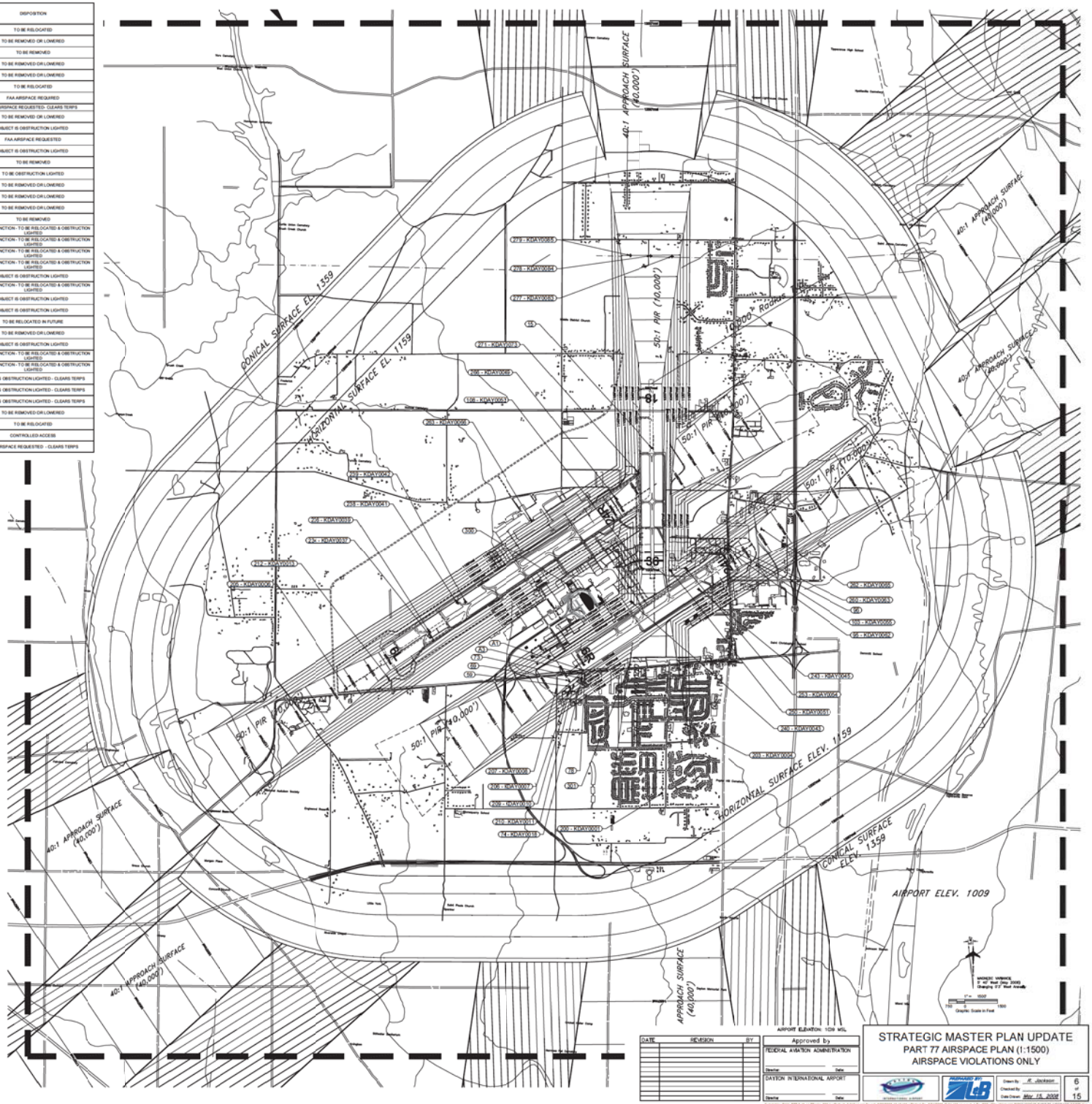
⚠ Includes 3' Obstruction Light

2. Indicated elevations of roadways & railroads which traverse the RPZ include 15 feet for non-interstate (I), 17 feet for inter-state (I) and 23 feet for railroad tracks (r).

3. Ground Elevations taken from base maps provided by Woolpert Inc, Dayton Ohio from March 1999 survey.

4. Objects identified with a "-KDAY" suffix are objects taken from OC-Chart 107, revised August 1998. Objects identified with a numeric value are from a November 2005 survey completed by Airborne Solutions LLC.

5. Objects identified as alphanumeric, ie "A1" are Traverses as required by FAR Part77.



AIRPORT ELEVATION: 1009 MSL

DATE	REVISION	BY

Approved by
FEDERAL AVIATION ADMINISTRATION
Director Date

DAYTON INTERNATIONAL AIRPORT
Director Date

STRATEGIC MASTER PLAN UPDATE
PART 77 AIRSPACE PLAN (1:1500)
AIRSPACE VIOLATIONS ONLY

PREPARED BY: LeB

Drawn By: R. Jackson
Checked By:
Date Drawn: May 15, 2008

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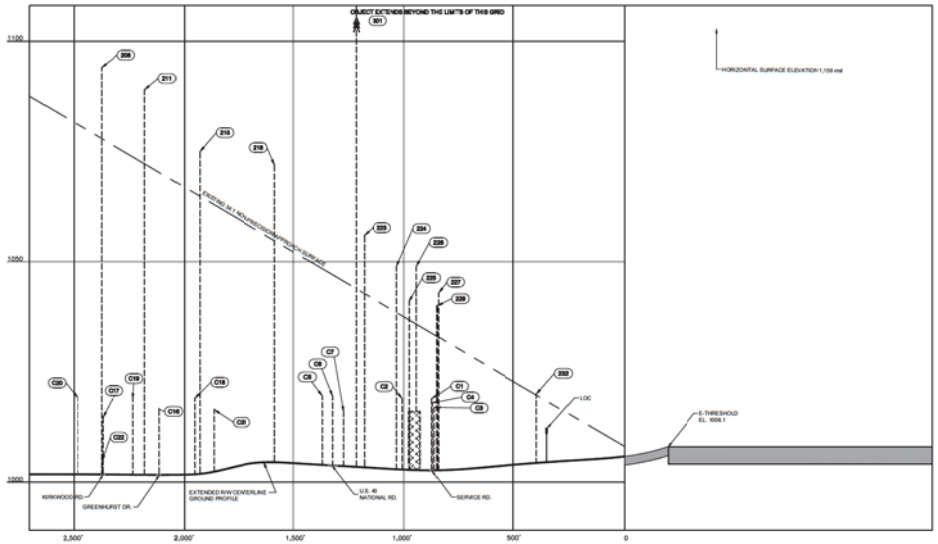
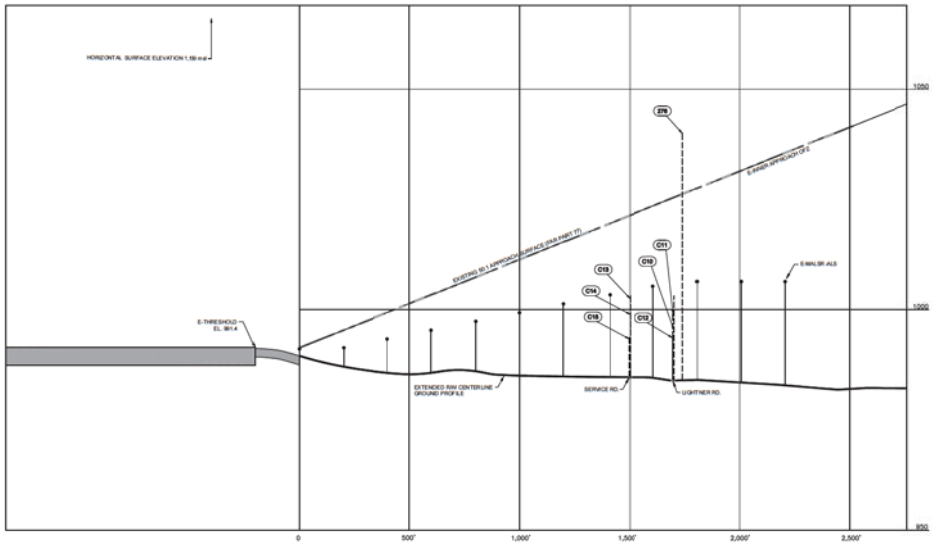
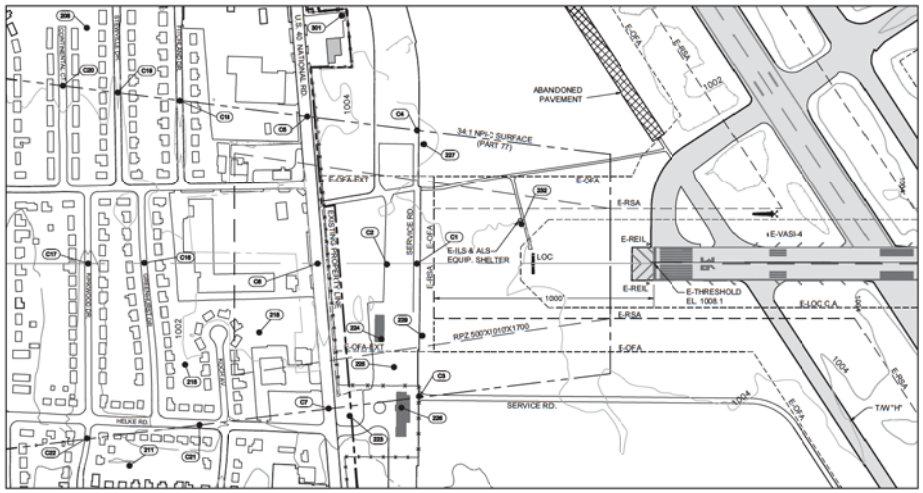


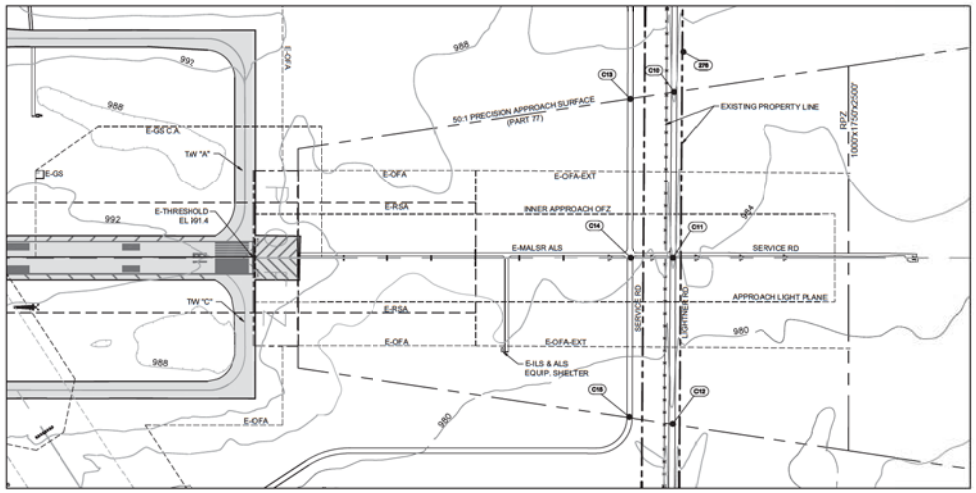
APPROACH TO EXISTING RUNWAY 36 - PROFILE VIEW



APPROACH TO EXISTING RUNWAY 18 - PROFILE VIEW



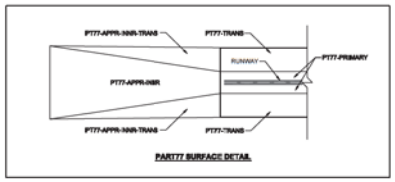
APPROACH TO EXISTING RUNWAY 36 - PLAN VIEW



APPROACH TO EXISTING RUNWAY 18 - PLAN VIEW

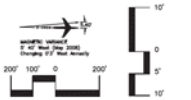
OBJECT-ID	DESCRIPTION	OBJECT ELEVATION	SURFACE NAME	PENETRATION	ACTION TO BE TAKEN
208	TREE	1094.0	PT77-APPR-INNR-TRANS	-23.5	NONE
211	TREE	1089.0	PT77-APPR-INNR-TRANS	-4.0	NONE
215	TREE	1075.0	PT77-APPR-INNR	10.1	TO BE REMOVED OR LOWERED
218	TREE	1072.0	PT77-APPR-INNR	17.3	TO BE REMOVED OR LOWERED
223	TREE	1056.0	PT77-APPR-INNR-TRANS	8.8	TO BE REMOVED
224	ANT ON BLDG	1049.0	PT77-APPR-INNR	10.4	TO BE REMOVED
225	POLE	1041.0	PT77-APPR-INNR	4.2	TO BE LOWERED
226	WIND INDICATOR ON BLDG	1049.0	PT77-APPR-INNR-TRANS	7.9	TO BE REMOVED
227	TREE	1043.0	PT77-APPR-INNR	10.1	TO BE REMOVED
229	TREE	1040.0	PT77-APPR-INNR	8.8	TO BE REMOVED
232	ROD ON BLDG	1020.0	PT77-APPR-INNR	0.2	OBSTRUCTION LIGHTED
301	CELL TOWER	1130.0	PT77-APPR-INNR-TRANS	18.0	OBSTRUCTION LIGHTED & FAA AIRSPACE REQUESTED
C1	SERVICE RD (N)	1019.0	PT77-APPR-INNR	-14.8	NONE
C2	SERVICE RD (N)	1019.0	PT77-APPR-INNR	-18.8	NONE
C3	SERVICE RD (N)	1017.0	PT77-APPR-INNR	-16.5	NONE
C4	SERVICE RD (N)	1018.0	PT77-APPR-INNR	-15.8	NONE
C5	US-40 (N)	1019.6	PT77-APPR-INNR-TRANS	-28.9	NONE
C6	US-40 (N)	1019.6	PT77-APPR-INNR	-27.5	NONE
C7	US-40 (N)	1016.0	PT77-APPR-INNR	-29.5	NONE
C16	GREENHURST DR. (N)	1016.7000	PT77-APPR-INNR	53.5000	NONE
C17	KIRKWOOD DR. (N)	1014.9000	PT77-APPR-INNR	62.8000	NONE
C18	FITCHLAND DR. (N)	1019.1000	PT77-APPR-INNR	46.4000	NONE
C19	STEWVILLE DR. (N)	1019.0	PT77-APPR-INNR	54.8000	NONE
C20	CONTINENTAL CT. (N)	1019.2000	PT77-APPR-INNR	62.0000	NONE
C21	HEIKE RD. (N)	1016.6000	PT77-APPR-INNR	46.3000	NONE
C22	KIRKWOOD DR. (N)	1005.0	PT77-APPR-INNR	72.9000	NONE

OBJECT-ID	DESCRIPTION	OBJECT ELEVATION	SURFACE NAME	PENETRATION	ACTION TO BE TAKEN
c10	LIGHTNER RD (N)	1003.1	PT77-APPR-INNR	-21.7	NONE
c11	LIGHTNER RD (N)	999.1	PT77-APPR-INNR	-26.0	NONE
c12	LIGHTNER RD (N)	993.7	PT77-APPR-INNR	-31.1	NONE
c13	SERVICE RD (S)	1003.1	PT77-APPR-INNR	-18.1	NONE
c14	SERVICE RD (S)	999.1	PT77-APPR-INNR	-21.9	NONE
c15	SERVICE RD (S)	993.7	PT77-APPR-INNR	-27.4	NONE
276	TREE	1040.0	PT77-TRANS	-11.8	NONE
277	TRMSN TWR	1114.0	PT77-APPR-INNR	-56.1	NONE
278	TRMSN TWR	1119.0	PT77-APPR-INNR	-51.7	NONE
279	TRMSN TWR	1122.0	PT77-APPR-INNR	-48.2	NONE



PART77 SURFACE DETAIL

Legend of PREFIXES & SUFFIXES	
E-	Existing
F-	Future
R-	Relocated
D-	To be Demolished or Abandoned
-CA	Critical Area
-EXT	Extended



Notes

1. Indicated elevations of roadways & railroads which traverse the RPZ include 15 feet for non-interstate (NI), 17 feet for inter-state (I) and 22 feet for railroad tracks (RR).
2. Ground Elevations taken from base maps provided by Woolpert Inc, Dayton Ohio from March 1998 survey.
3. Objects identified with a "-KDAY" suffix are objects taken from OC-Chart 107, revised August 1998. Objects identified with a numeric value are from a November 2005 survey completed by Airborne Solutions LLC. Objects identified as alphanumeric, ie "A 1" are Traverses as required by FAR Part77.

Legend

- Existing Airfield Pavement
- Proposed Airfield Pavement
- Airfield to be Demolished

DATE	REVISION	BY

AIRPORT ELEVATION: 1039 MSL

approved by

FEDERAL AVIATION ADMINISTRATION

Director: _____ Date: _____

DAYTON INTERNATIONAL AIRPORT

Director: _____ Date: _____

STRATEGIC MASTER PLAN UPDATE
RUNWAY PROTECTION ZONE PLAN AND PROFILE
EXISTING RUNWAY 18-36

PREPARED BY LEA

Drawn By: R. Jackson
Checked By: _____
Date Drawn: May 15, 2008

7 of 15

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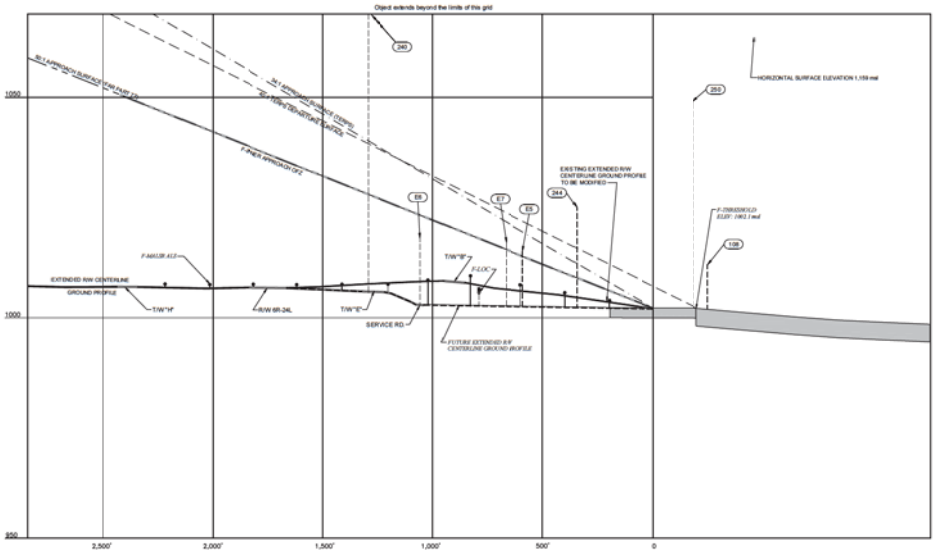
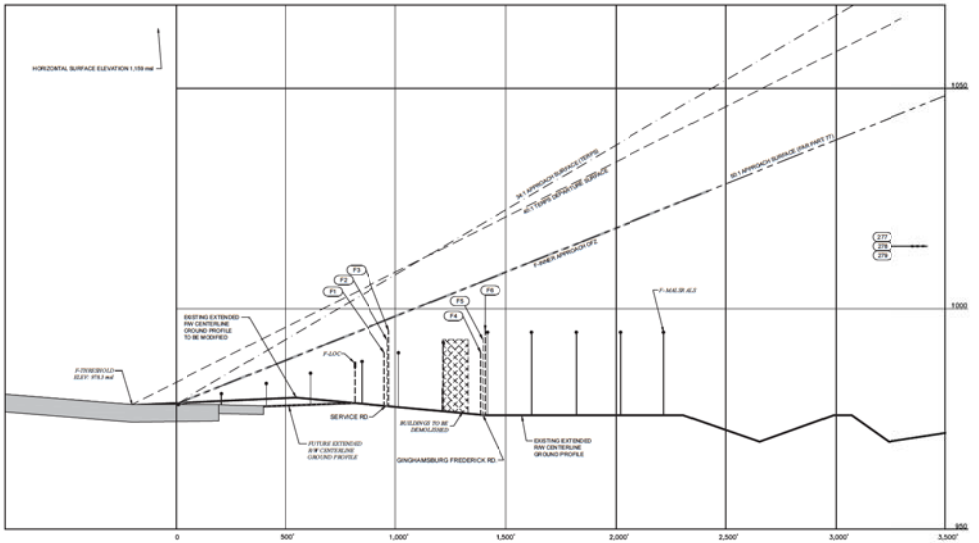
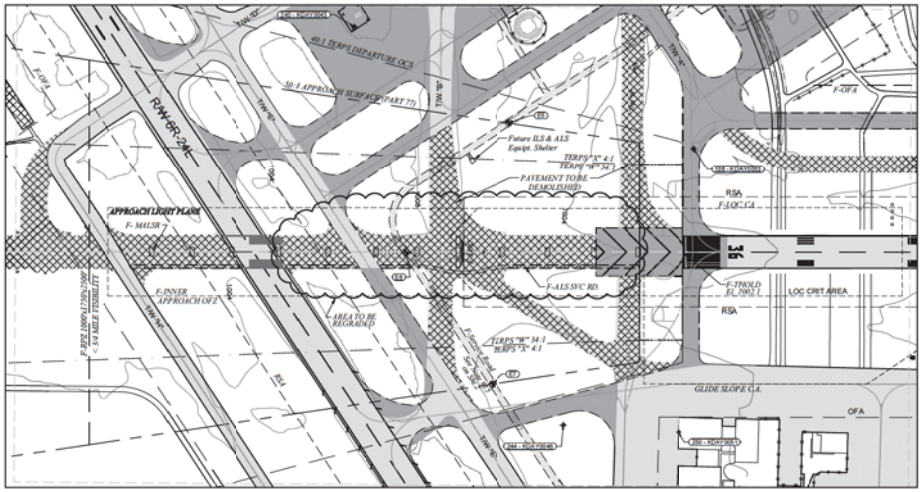


APPROACH TO FUTURE RUNWAY 36 - PROFILE VIEW



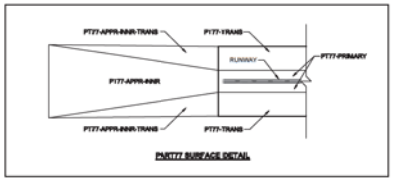
APPROACH TO FUTURE RUNWAY 18 - PROFILE VIEW



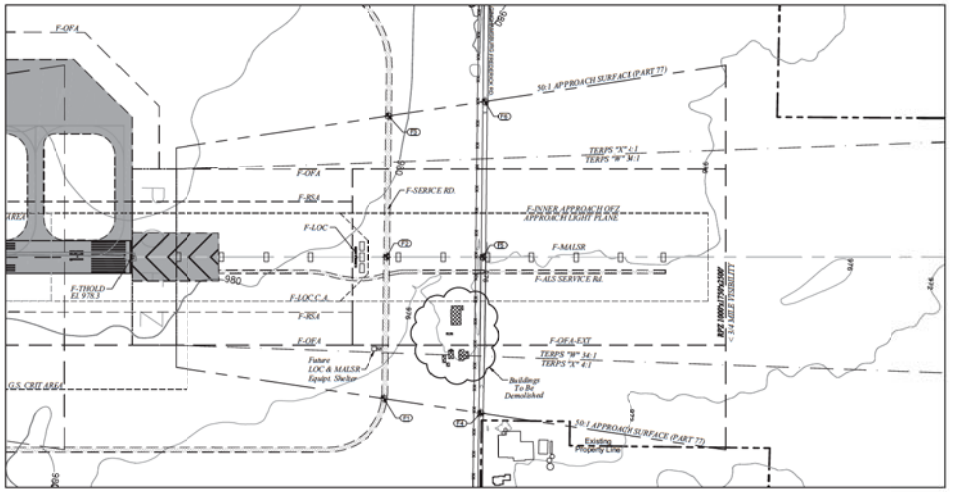
APPROACH TO FUTURE RUNWAY 36 - PLAN VIEW

NO PART-77 50:1 APPROACH VIOLATIONS, NO OFZ VIOLATIONS, NO TERPS DEPARTURE OCS VIOLATIONS

OBJECT-ID	DESCRIPTION	OBJECT ELEVATION	SURFACE NAME	PENETRATION	ACTION TO BE TAKEN
109 - KDAY0053	OL ON ANT	1012.0	PT77-PRIM_18-36	10.0	OBJECT IS OBSTRUCTION LIGHTED - TO BE RELOCATED IN FUTURE
240 - KDAY0043	OL ON ROD ON RTR TWR	1087.0	PT77-TRANS,6R-24L	17.5	OBJECT IS OBSTRUCTION LIGHTED - TO BE RELOCATED IN FUTURE
244 - KDAY0045	OL ON LTD WSK	1025.0	PT77-TRANS,6R-24L	-12.9	NONE
250- KDAY0051	OL ON HANGAR	1049.0	PT77-TRANS_18-36	1.5	OBJECT IS OBSTRUCTION LIGHTED
E5	Service Rd. (N)	1015.0	PT77-APPR-INNR_36	1.1	CONTROLLED ACCESS
E6	Service Rd. (N)	1018.0	PT77-APPR-INNR_36	-5.3	CONTROLLED ACCESS
E7	Service Rd. (N)	1017.0	PT77-APPR-INNR_36	1.5	CONTROLLED ACCESS



PART77 SURFACE DETAIL



APPROACH TO FUTURE RUNWAY 18 - PLAN VIEW

NO TERPS APPROACH SURFACE VIOLATIONS, NO OFZ VIOLATIONS, NO TERPS DEPARTURE OCS VIOLATIONS

OBJECT-ID	DESCRIPTION	OBJECT ELEVATION	SURFACE NAME	PENETRATION	ACTION TO BE TAKEN
F1	Service Rd. (N)	998.0	PT77-APPR-INNR_18	-9.3	NONE
F2	Service Rd. (N)	993.0	PT77-APPR-INNR_18	-6.5	NONE
F3	Service Rd. (N)	995.0	PT77-APPR-INNR_18	-4.7	NONE
F4	Ginghamsburg Frederick Rd.	998.0	PT77-APPR-INNR_18	-10.0	NONE
F5	Ginghamsburg Frederick Rd.	993.0	PT77-APPR-INNR_18	-15.2	NONE
F6	Ginghamsburg Frederick Rd.	998.0	PT77-APPR-INNR_18	-13.4	NONE
277 - KDAY0063	OL ON TRMSN TWR	1116.4	PT77-APPR-INNR_18	19.9	OBJECT IS OBSTRUCTION LIGHTED CLEARS TERPS
278 - KDAY0064	OL ON TRMSN TWR	1121.4	PT77-APPR-INNR_18	21.9	OBJECT IS OBSTRUCTION LIGHTED CLEARS TERPS
279 - KDAY0065	OL ON TRMSN TWR	1124.4	PT77-APPR-INNR_18	24.4	OBJECT IS OBSTRUCTION LIGHTED CLEARS TERPS

THESE OBJECTS ARE BEYOND THE VIEWABLE AREA OF THIS DRAWING. THESE OBJECTS ARE APPROXIMATELY 6,200' FROM THE THRESHOLD AND ARE LOCATED WITHIN THE PART-77 50:1 APPROACH SURFACE. PLEASE REFER TO THE AIRSPACE DRAWING SHEETS 5 AND 6 FOR ACTUAL LOCATION. OBJECTS CLEAR TERPS APPROACH & DEPARTURE OCS.

Legend of PREFIXES & SUFFIXES	
E-	Existing
F-	Future
R-	Relocated
D-	To be Demolished or Abandoned
-C.A.	Critical Area
-EXT	Extended

MAGNETIC VARIANCE 1° 42' West (May 2006) Changing 0.2° West Annually

200' 100' 0 200'

HORIZONTAL SCALE

10' 0 5' 10'

VERTICAL SCALE

Notes

1. Indicated elevations of roadways & railroads which traverse the RPZ include 15 feet for non-interstate (N), 17 feet for inter-state (I) and 23 feet for railroad tracks (RR).
2. Ground Elevations taken from base maps provided by Woolpert Inc, Dayton Ohio from March 1999 survey.
3. Objects identified with a "-KDAY" suffix are objects taken from OC-Chart 107, revised August 1998. Objects identified with a numeric value are from a November 2005 survey completed by Airborne Solutions LLC. Objects identified as alphanumeric, ie "A1" are Traverses as required by FAR Part-77.

Legend

- Existing Airfield Pavement
- Proposed Airfield Pavement
- Airfield to be Demolished

DATE	REVISION	BY

AIRPORT ELEVATION: 1039 MSL

approved by

FEDERAL AVIATION ADMINISTRATION

Director: _____ Date: _____

DAYTON INTERNATIONAL AIRPORT

Director _____ Date: _____

STRATEGIC MASTER PLAN UPDATE
RUNWAY PROTECTION ZONE PLAN AND PROFILE
FUTURE RUNWAY 18-36

PREPARED BY: LEA LB

Drawn By: R. Jackson

Checked By: _____

Date Drawn: Mar. 15, 2006

8 of 15

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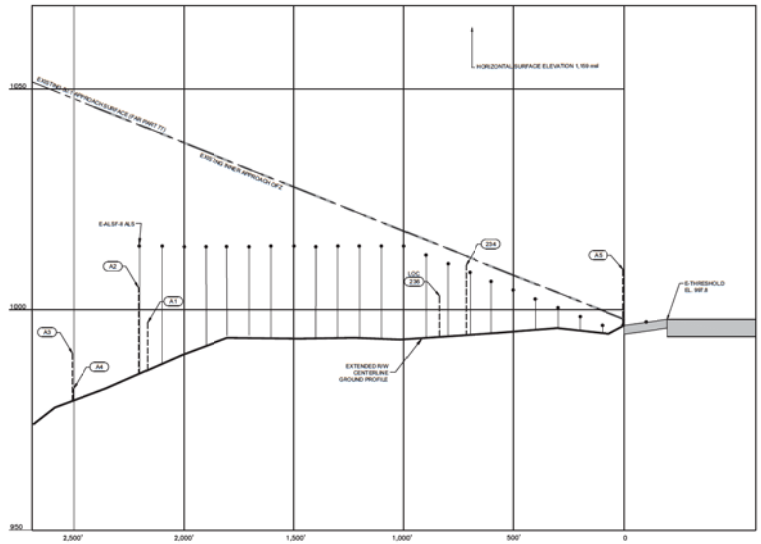
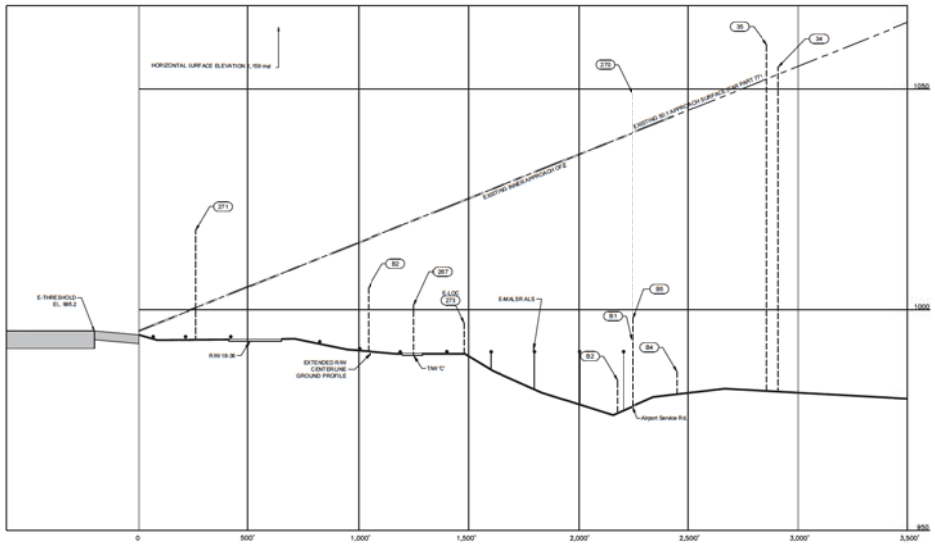
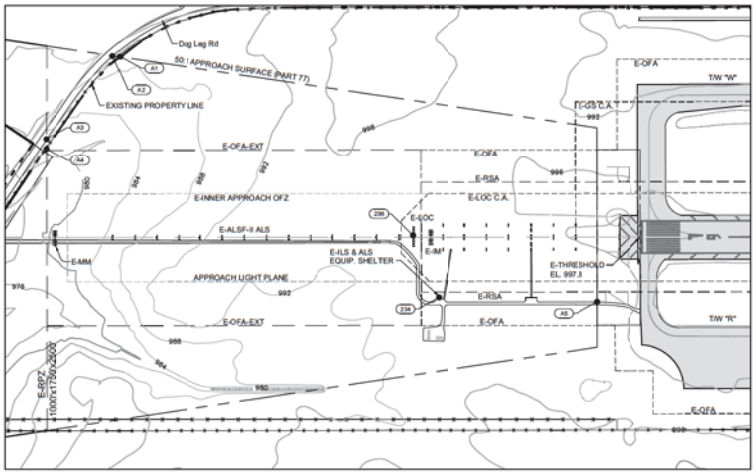


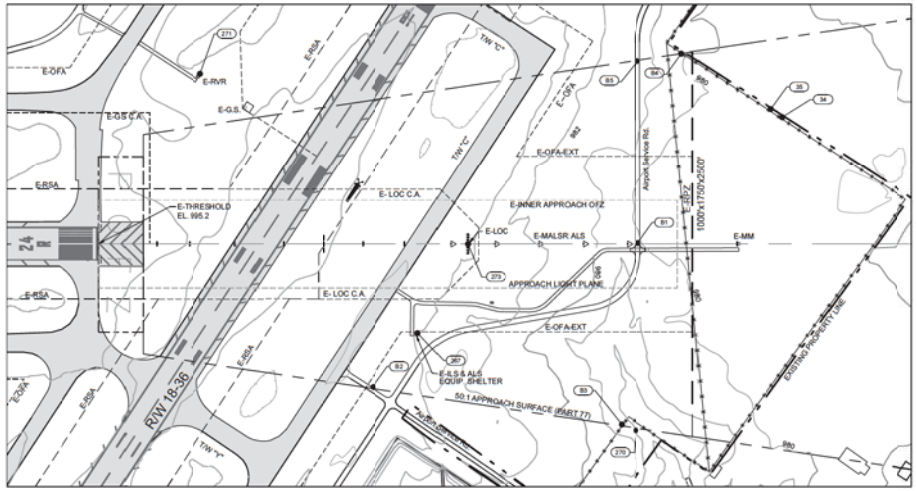
APPROACH TO EXISTING RUNWAY 6L - PROFILE VIEW



APPROACH TO EXISTING RUNWAY 24R - PROFILE VIEW

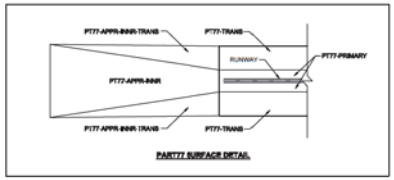


APPROACH TO EXISTING RUNWAY 6L - PLAN VIEW



APPROACH TO EXISTING RUNWAY 24R - PLAN VIEW

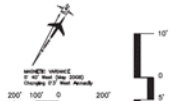
OBJECT-ID	DESCRIPTION	OBJECT ELEVATION	SURFACE NAME	PENETRATION	ACTION TO BE TAKEN
234	ANT ON LOC SHED	1010.0	PT77-APPR-INNR	7.6	OBSTRUCTION LIGHT REQUIRED
236	OL ON LOC	1003.0	PT77-PRIMARY	15.9	OBSTRUCTION LIGHTED
A1	SECURITY FENCE	997.0	PT77-APPR-INNR	-44.1	NONE
A2	DOG LEG PIKE (N)	1005.0	PT77-APPR-INNR	-36.9	NONE
A3	DOG LEG PIKE (N)	990.0	PT77-APPR-INNR	-65.9	NONE
A4	SECURITY FENCE	982.0	PT77-APPR-INNR	-57.9	NONE
A5	SERVICE ROAD (N)	1009.0	PT77-APPR-INNR	11.1	CONTROLLED ACCESS



PART77 SURFACE DETAIL

OBJECT-ID	DESCRIPTION	OBJECT ELEVATION	SURFACE NAME	PENETRATION	ACTION TO BE TAKEN
267	ROD ON BLDG	1001.0	PT77-APPR-INNR	-19.2	NONE
270	TREE	1049.0	PT77-APPR-INNR	7.6	TO BE REMOVED
271	OL ON G/S	1018.0	PT77-APPR-INNR-TRANS	-16.6	NONE
34	TREE	1055.0	PT77-APPR-INNR	1.7	TO BE REMOVED
35	TREE	1060.0	PT77-TRANS	7.7	TO BE REMOVED
273	OL ON LOC	997.0	PT77-APPR-INNR	-27.8	NONE
B1	SERVICE ROAD (N)	993.1	PT77-APPR-INNR	-46.9	NONE
B2	SERVICE ROAD (N)	1005.0	PT77-APPR-INNR	-11.1	NONE
B3	SECURITY FENCE	984.0	PT77-APPR-INNR	-58.0	NONE
B4	SECURITY FENCE	986.0	PT77-APPR-INNR	-58.1	NONE
B5	SERVICE ROAD (N)	998.0	PT77-APPR-INNR	-41.9	NONE

Legend of PREFIXES & SUFFIXES	
E-	Existing
F-	Future
R-	Relocated
D-	To be Demolished or Abandoned
-C.A.	Critical Area
-EXT	Extended



Notes

1. Indicated elevations of roadways & railroads which traverse the RPZ include 15 feet for non-interstate (N), 17 feet for inter-state (I) and 22 feet for railroad tracks (RR).
2. Ground Elevations taken from base maps provided by Woolpert Inc, Dayton Ohio from March 1999 survey.
3. Objects identified with a "-KDAY" suffix are objects taken from OC-Chart 107, revised August 1998. Objects identified with a numeric value are from a November 2005 survey completed by Airborne Solutions LLC. Objects identified as alphanumeric, ie "A 1" are Traverses as required by FAR Part 77.

Legend

- Existing Airfield Pavement
- Proposed Airfield Pavement
- Airfield to be Demolished

DATE	REVISION	BY

AIRPORT ELEVATION: 1009 MSL

approved by

FEDERAL AVIATION ADMINISTRATION

Director: _____ Date: _____

DAYTON INTERNATIONAL AIRPORT

Director: _____ Date: _____

STRATEGIC MASTER PLAN UPDATE
RUNWAY PROTECTION ZONE PLAN AND PROFILE
EXISTING RUNWAY 6L-24R

PREPARED BY: LEA

Drawn By: R. Jackson

Checked By: _____

Date Drawn: May 15, 2009

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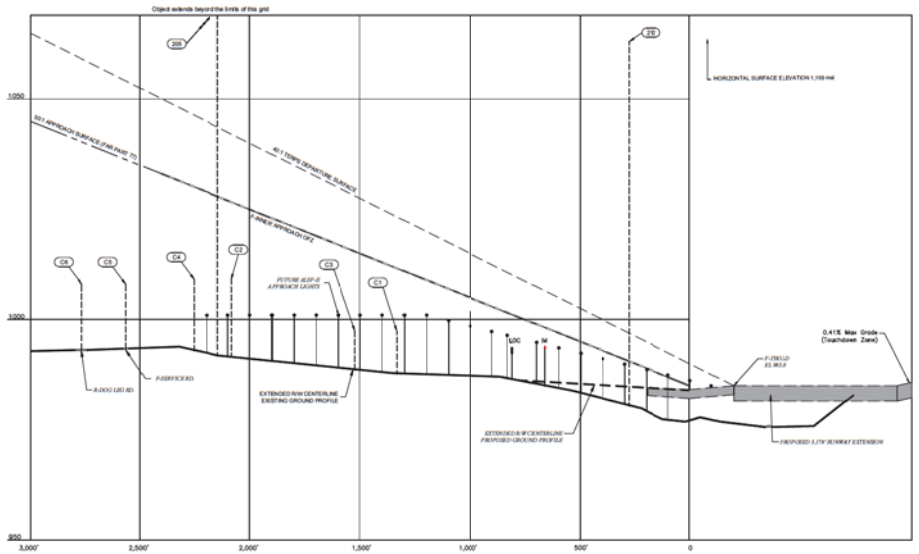
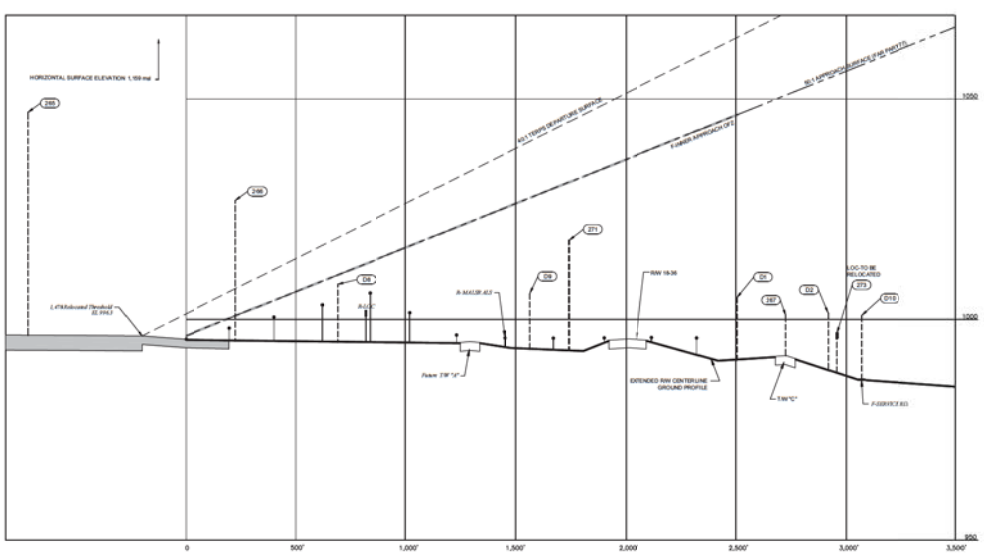
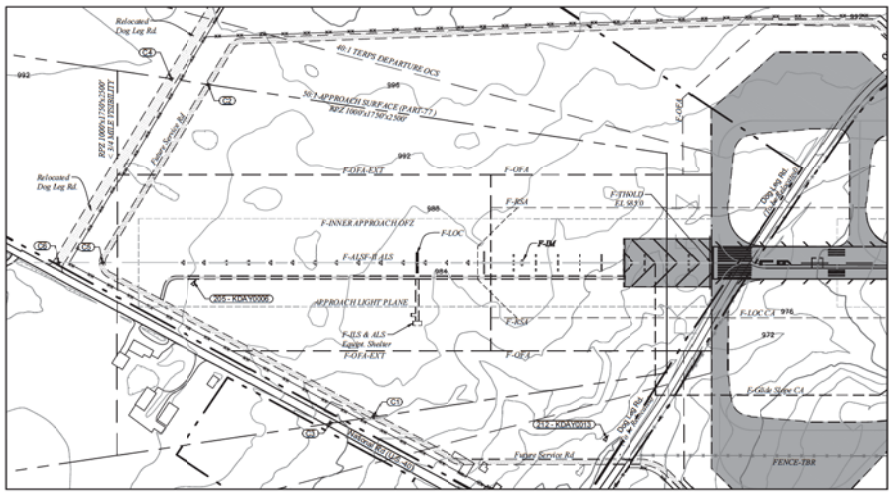


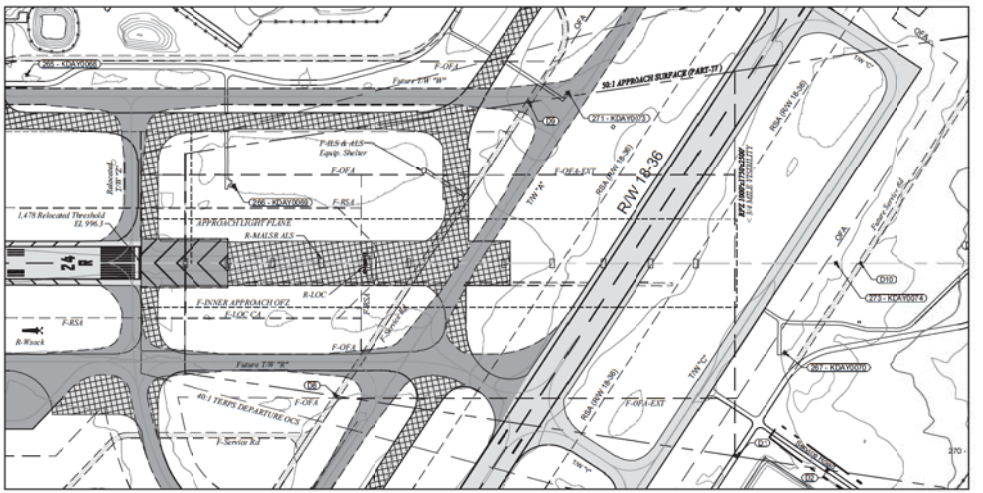
APPROACH TO RUNWAY 6L - PROFILE VIEW



APPROACH TO RUNWAY 24R - PROFILE VIEW



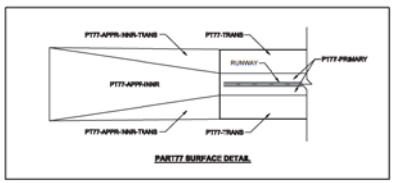
APPROACH TO RUNWAY 6L - PLAN VIEW



APPROACH TO RUNWAY 24R - PLAN VIEW

NO OFZ VIOLATIONS, NO TERPS DEPARTURE OCS VIOLATIONS

OBJECT-ID	DESCRIPTION	OBJECT ELEVATION	SURFACE NAME	PENETRATION	ACTIONTO BE TAKEN
205 - KDAY0006	TREE	1094.0	PT77-APPR-INNR_6L	66.1	TO BE REMOVED
212 - KDAY0013	TREE	1063.0	PT77-APPR-INNR-TRANS_6L	36.3	TO BE REMOVED
C1	Service Rd. (N)	997.4	PT77-APPR-INNR_6L	-14.3	NONE
C2	Service Rd. (N)	1009.1	PT77-APPR-INNR_6L	-17.6	NONE
C3	US 40 (N)	997.4	PT77-APPR-INNR_6L	-18.2	NONE
C4	Relocated Dog Leg Rd. (N)	1009.1	PT77-APPR-INNR_6L	-21.0	NONE
C5	Service Rd. (N)	1008.0	PT77-APPR-INNR_6L	-28.3	NONE
C6	Relocated Dog Leg Rd. (N)	1008.0	PT77-APPR-INNR_6L	-32.3	NONE



PART77 SURFACE DETAIL

NO PART-77 50:1 APPROACH VIOLATIONS, NO OFZ VIOLATIONS, NO TERPS DEPARTURE OCS VIOLATIONS

OBJECT-ID	DESCRIPTION	OBJECT ELEVATION	SURFACE NAME	PENETRATION	ACTION TO BE TAKEN
266 - KDAY0068	OL ON LT POLE	1047.0	PT77-TRANS_6L-24R	-1.1	NONE
266 - KDAY0069	OL ON GS ANT	1027.0	PT77-APPR-INNR_24R	26.1	FIXED BY FUNCTION - TO BE RELOCATED IN FUTURE & OBSTRUCTION LIGHTED
267 - KDAY0070	ROD ON BLDG	1001.0	PT77-APPR-INNR_24R	-39.4	NONE
271 - KDAY0072	TREE	1049.0	PT77-APPR-INNR_24R	-21.7	NONE
273 - KDAY0074	OL ON LOC	997.0	PT77-TRANS_18-36	-38.4	FIXED BY FUNCTION - TO BE RELOCATED IN FUTURE & OBSTRUCTION LIGHTED
D1	Service Rd. (N)	1006.0	PT77-APPR-INNR_24R	-40.4	NONE
D2	Service Rd. (N)	1001.5	PT77-APPR-INNR_24R	-53.2	NONE
D8	Service Rd. (N)	1008.0	PT77-APPR-INNR_24R	-2.1	CONTROLLED ACCESS
D9	Service Rd. (N)	1006.0	PT77-APPR-INNR_24R	-21.6	CONTROLLED ACCESS
D10	Service Rd. (N)	1001.1	PT77-APPR-INNR_24R	-56.7	NONE

Legend of PREFIXES & SUFFIXES	
E-	Existing
F-	Future
R-	Relocated
D-	To be Demolished or Abandoned
-C.A.	Critical Area
-EXT	Extended

Notes

1. Indicated elevations of roadways & railroads which traverse the RPZ include 15 feet for non-interstate (N), 17 feet for inter-state (I) and 21 feet for railroad tracks (RR).
2. Ground Elevations taken from base maps provided by Woolpert Inc, Dayton Ohio from March 1999 survey.
3. Objects identified with a "-KDAY" suffix are objects taken from OC-Chart 107, revised August 1998. Objects identified with a numeric value are from a November 2005 survey completed by Airborne Solutions LLC. Objects identified as alphanumeric, ie "A-1" are Traverses as required by FAR Part-77.

Legend

- Existing Airfield Pavement
- Proposed Airfield Pavement
- Airfield to be Demolished

DATE	REVISION	BY

AIRPORT ELEVATION: 1009 MSL

approved by

FEDERAL AVIATION ADMINISTRATION

Director: _____ Date: _____

DAYTON INTERNATIONAL AIRPORT

Director: _____ Date: _____

STRATEGIC MASTER PLAN UPDATE
RUNWAY PROTECTION ZONE PLAN AND PROFILE
FUTURE RUNWAY 6L-24R

PREPARED BY: LEA

Drawn By: R. Jackson
Checked By: _____
Date Drawn: May 15, 2009

10 of 15

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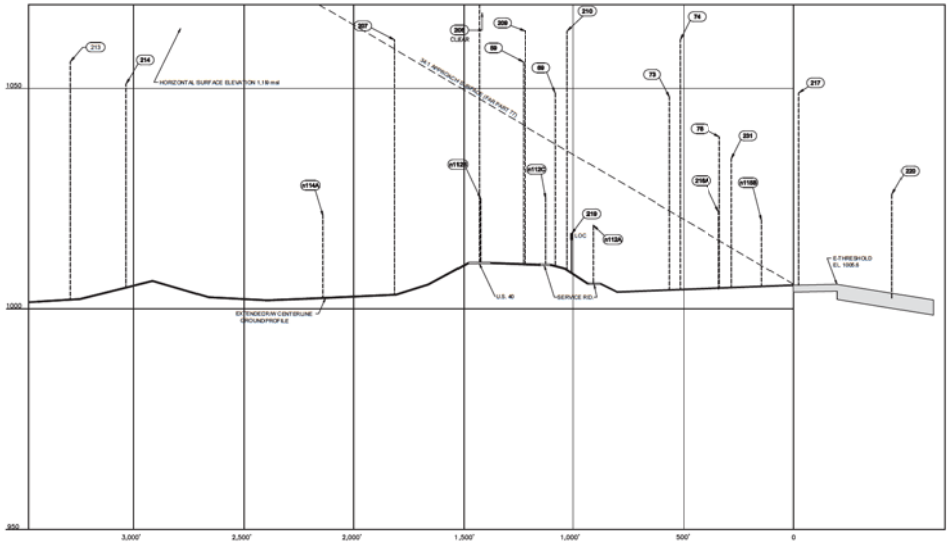
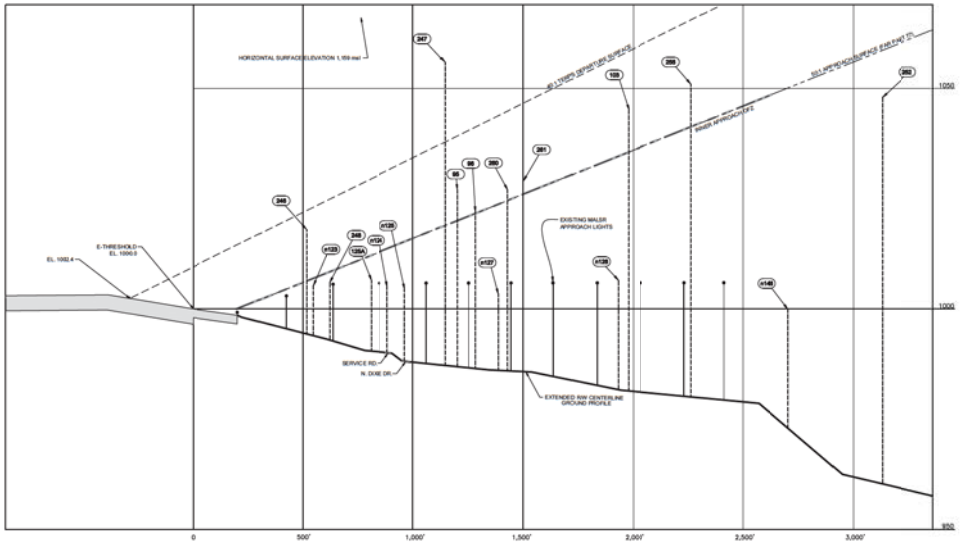
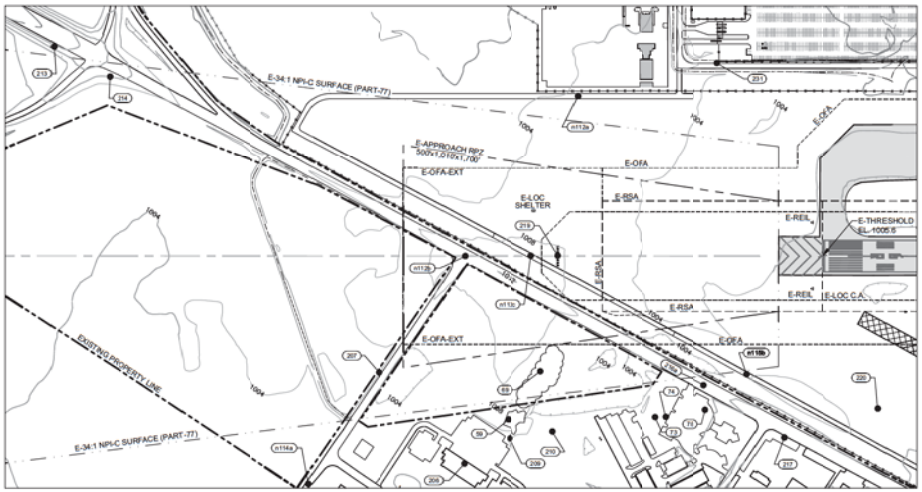


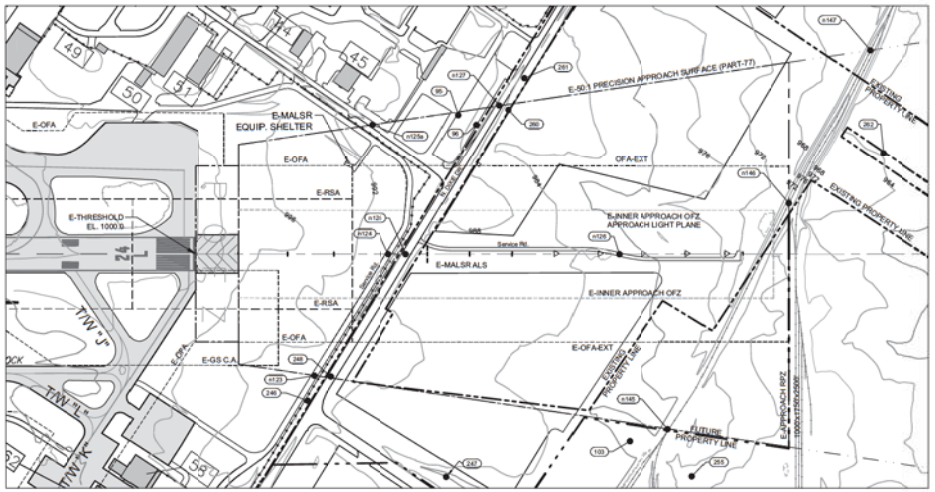
APPROACH TO EXISTING RUNWAY 6R - PROFILE VIEW



APPROACH TO EXISTING RUNWAY 24L - PROFILE VIEW

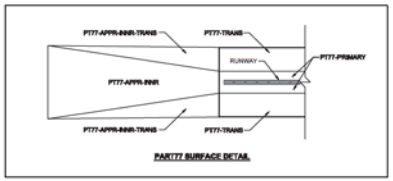


APPROACH TO EXISTING RUNWAY 6R - PLAN VIEW



APPROACH TO EXISTING RUNWAY 24L - PLAN VIEW

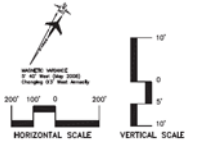
OBJECT-ID	DESCRIPTION	OBJECT ELEVATION	SURFACE NAME	PENETRATION	ACTION TO BE TAKEN
59	TREE	1056.0	PT77-APPR-INNR-TRANS	2.0	TO BE REMOVED-OR LOWERED
69	TREE_CLUSTER	1048.0	PT77-APPR-INNR	11.6	TO BE REMOVED
73	TREE	1048.0	PT77-APPR-INNR-TRANS	3.2	TO BE REMOVED-OR LOWERED
74	TREE	1061.0	PT77-APPR-INNR-TRANS	16.9	TO BE REMOVED-OR LOWERED
78	TREE	1039.0	PT77-APPR-INNR-TRANS	1.6	TO BE REMOVED-OR LOWERED
206	ROD ON BLDG	1071.0	PT77-APPR-INNR-TRANS	-13.8	NONE
207	TREE	1061.0	PT77-APPR-INNR	2.1	TO BE REMOVED
209	TREE	1063.0	PT77-APPR-INNR-TRANS	-3.1	NONE
210	TREE	1063.0	PT77-APPR-INNR-TRANS	3.6	TO BE REMOVED-OR LOWERED
213	POLE	1056.0	PT77-APPR-INNR	-46.3	NONE
214	POLE	1051.0	PT77-APPR-INNR	-43.9	NONE
216a	RD U540 (N)	1022.0	PT77-APPR-INNR	6.4	FAA AIRSPACE REQUESTED
217	POLE	1049.0	PT77-TRANS	-2.0	NONE
219	OL ON LOC	1017.0	PT77-APPR-INNR	-18.2	NONE
220	POLE	1026.0	PT77-TRANS	-6.8	NONE
251	LT POLE	1034.0	PT77-APPR-INNR	20.1	NONE
n12a	SERVICE RD (N)	1018.0	PT77-APPR-INNR	-13.4	CONTROLLED ACCESS
n12b	RD U540 (N)	1025.0	PT77-APPR-INNR	-22.5	CONTROLLED ACCESS
n12c	SERVICE RD (N)	1025.0	PT77-APPR-INNR	-13.6	CONTROLLED ACCESS
n14a	PETERS PIKE (N)	1021.0	PT77-APPR-INNR	-47.4	CONTROLLED ACCESS
n15b	SERVICE RD (N)	1020.0	PT77-APPR-INNR	10.2	CONTROLLED ACCESS



PART77 SURFACE DETAIL

OBJECT-ID	DESCRIPTION	OBJECT ELEVATION	SURFACE NAME	PENETRATION	ACTION TO BE TAKEN
95	POLE	1027.0	PT77-APPR-INNR	7.1	TO BE LOWERED
96	POLE	1022.0	PT77-APPR-INNR	0.5	TO BE LOWERED
103	TREE	1045.0	PT77-APPR-INNR-TRANS	-2.3	NONE
246	POLE	1018.0	PT77-APPR-INNR-TRANS	-5.2	NONE
247	TREE	1056.0	PT77-APPR-INNR-TRANS	-15.7	NONE
248	ROAD(N)	1006.0	PT77-APPR-INNR	-2.3	NONE
255	TREE	1051.0	PT77-APPR-INNR-TRANS	-18.7	NONE
259	ROD ON LT POLE	1066.0	PT77-APPR-INNR-TRANS	-68.4	NONE
260	POLE	1027.0	PT77-APPR-INNR	2.5	TO BE LOWERED
261	POLE	1029.0	PT77-APPR-INNR-TRANS	-12.4	NONE
262	TREE	1048.0	PT77-APPR-INNR	-10.5	NONE
n123	SERVICE RD (N)	1005.3	PT77-APPR-INNR-TRANS	-1.6	NONE
n124	SERVICE RD (N)	1005.0	PT77-APPR-INNR	-8.6	NONE
n125	NORTH DIXIE DR (N)	1004.5	PT77-APPR-INNR	-10.7	NONE
n125a	SERVICE RD (N)	1008.5	PT77-APPR-INNR-TRANS	-5.6	NONE
n126	SERVICE RD (N)	1006.5	PT77-APPR-INNR	-26.0	NONE
n127	NORTH DIXIE DR (N)	1003.4	PT77-APPR-INNR-TRANS	-20.5	NONE
n145	RAILROAD (RR)	1003.0	PT77-APPR-INNR	-36.0	NONE
n146	RAILROAD (RR)	1000.0	PT77-APPR-INNR	-47.0	NONE
n147	RAILROAD (RR)	994.0	PT77-APPR-INNR	-63.0	NONE

Legend of PREFIXES & SUFFIXES	
E-	Existing
F-	Future
R-	Relocated
D-	To be Demolished or Abandoned
-C.A.	Critical Area
-EXT	Extended



Notes

1. Indicated elevations of roadways & railroads which traverse the RPZ include 15 feet for non-interstate (N), 17 feet for inter-state (I) and 23 feet for railroad tracks (RR).
2. Ground Elevations taken from base maps provided by Woolpert Inc, Dayton Ohio from March 1999 survey.
3. Objects identified with a "-HDAY" suffix are objects taken from OC-Chart 167, revised August 1969. Objects identified with a numeric value are from a November 2005 survey completed by Airborne Solutions LLC. Objects identified as alphanumeric, ie "A1" are Traverses as required by FAR Part 77.

Legend

- Existing Airfield Pavement
- Proposed Airfield Pavement
- Airfield to be Demolished

DATE	REVISION	BY

AIRPORT ELEVATION: 1009 MSL

approved by

FEDERAL AVIATION ADMINISTRATION

Director _____ Date _____

DAYTON INTERNATIONAL AIRPORT

Director _____ Date _____

STRATEGIC MASTER PLAN UPDATE
RUNWAY PROTECTION ZONE PLAN AND PROFILE
EXISTING RUNWAY 6R-24L

PREPARED BY: LeB

Drawn By: K. Jackson
Checked By: _____
Date Drawn: May 15, 2008

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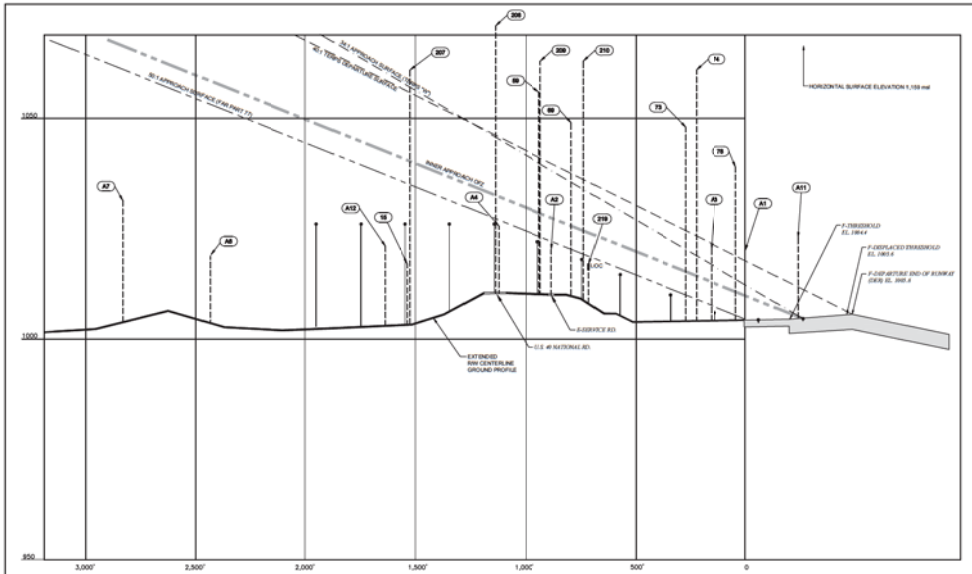
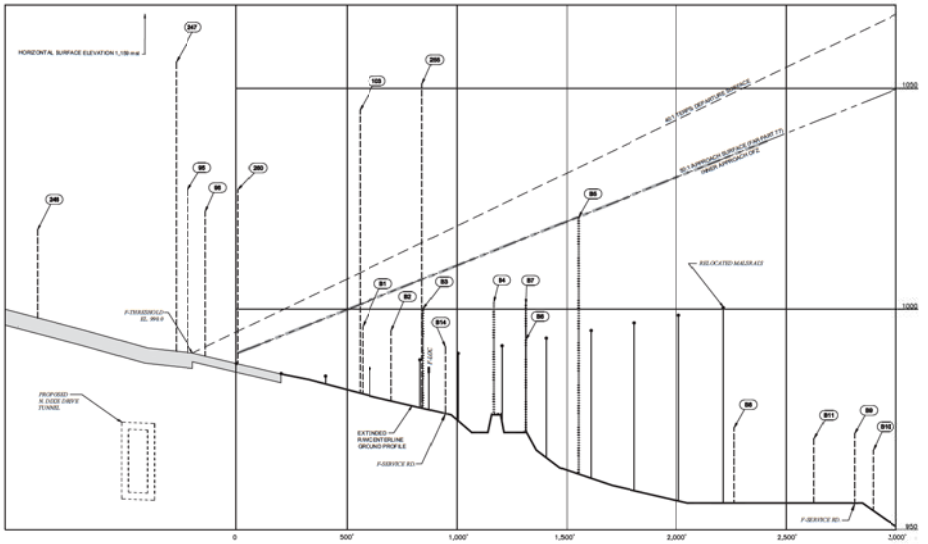
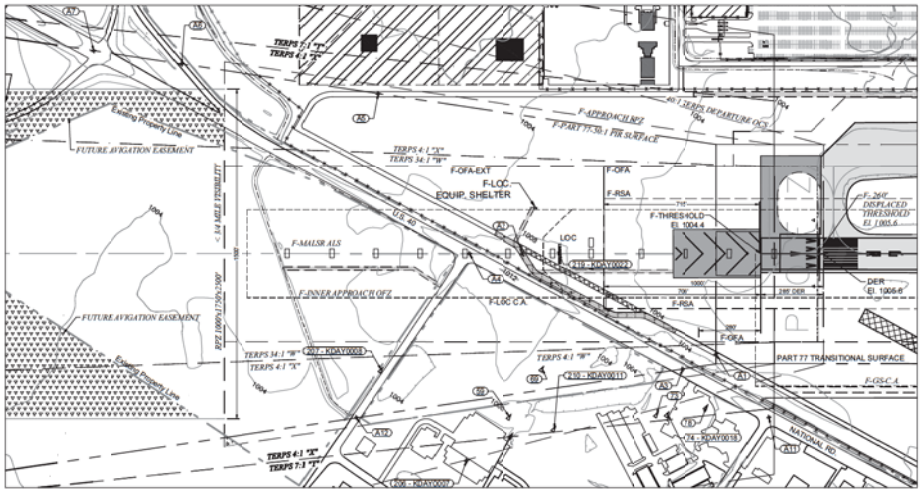


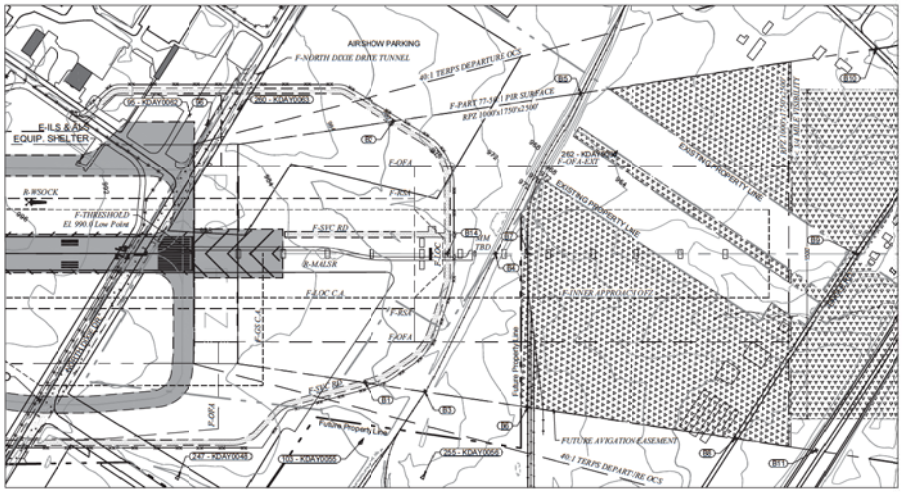
APPROACH TO FUTURE RUNWAY 6R - PROFILE VIEW



APPROACH TO FUTURE RUNWAY 24L - PROFILE VIEW



APPROACH TO FUTURE RUNWAY 6R - PLAN VIEW



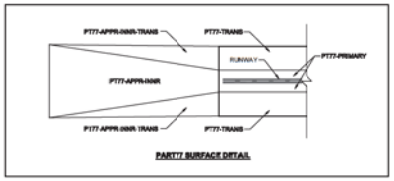
APPROACH TO FUTURE RUNWAY 24L - PLAN VIEW

PART-77 50:1 APPROACH VIOLATIONS EXIST, NO TERPS APPROACH VIOLATIONS, NO OFZ VIOLATIONS, NO TERPS DEPARTURE OCS VIOLATIONS

OBJECT-ID	DESCRIPTION	OBJECT ELEVATION	PT77 SURFACE	PENETRATION	DISPOSITION
59	TREE	1056.0	PT77-APPR-INNR-TRANS_6R	18.6	TO BE REMOVED O1 LOWERED
69	TREE_CLUSTER	1049.0	PT77-APPR-INNR_6R	28.8	TO BE REMOVED
73	TREE	1048.0	PT77-APPR-INNR-TRANS_6R	11.2	TO BE REMOVED O1 LOWERED
78	TREE	1039.0	PT77-APPR-INNR-TRANS_6R	6.6	TO BE REMOVED O1 LOWERED
74 - KDAY0018	TREE	1061.0	PT77-APPR-INNR-TRANS_6R	24.3	TO BE REMOVED O1 LOWERED
206 - IDAY0007	ROD ON BLDG	1071.0	PT77-APPR-INNR-TRANS_6R	5.4	TO BE OBSTRUCTION LIGHTED
207 - IDAY0008	TREE	1061.0	PT77-APPR-INNR_6R	26.1	TO BE REMOVED O1 LOWERED
209 - IDAY0010	TREE	1063.0	PT77-APPR-INNR-TRANS_6R	13.4	TO BE REMOVED O1 LOWERED
210 - IDAY0011	TREE	1063.0	PT77-APPR-INNR-TRANS_6R	17.6	TO BE REMOVED O1 LOWERED
219 - IDAY0022	CL ON LOC	1017.0	PT77-APPR-INNR_6R	-1.7	NONE
A1	Service Rd. (N)	1020.1	PT77-APPR-INNR_6R	13.7	CONTROLLED ACCESS
A2	Service Rd. (N)	1020.3	PT77-APPR-INNR_6R	-1.7	NONE
A3	US-40 (N)	1020.3	PT77-APPR-INNR_6R	12.7	FAA AIRSPACE REQUESTED (CLEARS TERPS)
A4	US-40 (N)	1025.6	PT77-APPR-INNR_6R	-1.3	NONE
A5	Service Rd. (N)	1017.0	PT77-APPR-INNR_6R	-18.2	NONE
A6	Ramp To Airport Access Rd. (N)	1018.7	PT77-APPR-INNR_6R	-24.4	NONE
A7	US-40 (N)	1031.4	PT77-APPR-INNR_6R	-29.7	NONE
A11	US-40 (N)	1023.0	PT77-TRANS_6R-24L	-18.2	NONE
A12	Peters Pk (N)	1021.0	PT77-APPR-INNR_6R	-18.2	NONE

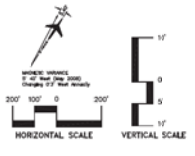
NO FUTURE PART-77 50:1 APPROACH VIOLATIONS, NO OFZ VIOLATIONS, NO TERPS DEPARTURE OCS VIOLATIONS

OBJECT-ID	DESCRIPTION	OBJECT ELEVATION	PT77 SURFACE	PENETRATION	DISPOSITION
96	POLE-ELEC	1023.0	PT77-TRANS_6R-24L	19.1	TO BE RELOCATED
103 - KDAY0056	TREE	1065.0	PT77-APPR-INNR-TRANS_24L	8.9	TO BE REMOVED OR LOWERED
246 - KDAY0047	POLE	1018.0	PT77-TRANS_6R-24L	-1.4	TO BE REMOVED IN FUTURE
247 - KDAY0048	TREE	1064.0	PT77-TRANS_6R-24L	-7.6	NONE
255 - KDAY0054	TREE	1061.0	PT77-APPR-INNR-TRANS_24L	-10.4	NONE
260 - KDAY0063	POLE-UTILITY	1027.0	PT77-APPR-INNR-TRANS_24L	14.3	TO BE RELOCATED IN FUTURE
262 - KDAY0065	TREE	1048.0	PT77-APPR-INNR_24L	20.8	TO BE REMOVED OR LOWERED
95 - KDAY0062	POLE	1027.0	PT77-TRANS_6R-24L	17.6	TO BE RELOCATED
B1	Service Rd. (N)	990.0	PT77-APPR-INNR_24L	-5.4	NONE
B2	Service Rd. (N)	995.0	PT77-APPR-INNR_24L	-9.1	NONE
B3	Railroad (RR)	1000.0	PT77-APPR-INNR_24L	-7.0	NONE
B4	Railroad (RR)	1001.5	PT77-APPR-INNR_24L	-11.8	NONE
B5	Railroad (RR)	1001.8	PT77-APPR-INNR_24L	-0.2	NONE
B6	Railroad (RR)	993.0	PT77-APPR-INNR_24L	-23.3	NONE
B7	Railroad (RR)	1001.0	PT77-APPR-INNR_24L	-15.3	NONE
B8	Engle Rd.(N)	973.0	PT77-APPR-INNR_24L	-52.2	NONE
B9	Engle Rd.(N)	971.7	PT77-APPR-INNR_24L	-74.5	NONE
B10	Old Springfield Rd.(N)	968.0	PT77-APPR-INNR_24L	-79.9	NONE
B11	I-75 (I)	970.6	PT77-APPR-INNR_24L	-71.9	NONE
B14	Service Rd. (N)	991.4	PT77-APPR-INNR_24L	-10.4	NONE



PART77 SURFACE DETAIL

Legend of PREFIXES & SUFFIXES	
E-	Existing
F-	Future
R-	Relocated
D-	To be Demolished or Abandoned
-C.A.	Critical Area
-EXT	Extended



Notes

1. Indicated elevations of roadways & railroads which traverse the RPZ include 15 feet for non-interstate (N), 17 feet for inter-state (I) and 23 feet for railroad tracks (RR).
2. Ground Elevations taken from base maps provided by Woolpert Inc, Dayton Ohio from March 1999 survey.
3. Objects identified with a "KDAY" suffix are objects taken from OC-Chart 107, revised August 1998. Objects identified with a numeric value are from a November 2005 survey completed by Airborne Solutions LLC. Objects identified as alphanumeric, ie "A,T" are Traverses as required by FAR Part 77.

Legend

- Existing Airfield Pavement
- Proposed Airfield Pavement
- Airfield to be Demolished

DATE	REVISION	BY

AIRPORT ELEVATION: 1009 MSL

approved by

FEDERAL AVIATION ADMINISTRATION

Director Date

DAYTON INTERNATIONAL AIRPORT

Director Date

STRATEGIC MASTER PLAN UPDATE
RUNWAY PROTECTION ZONE PLAN AND PROFILE
FUTURE RUNWAY 6R-24L

PREPARED BY: LEA / LEA International Airport / LEA

Drawn By: R. Jackson

Checked By:

Date Drawn: May 15, 2009

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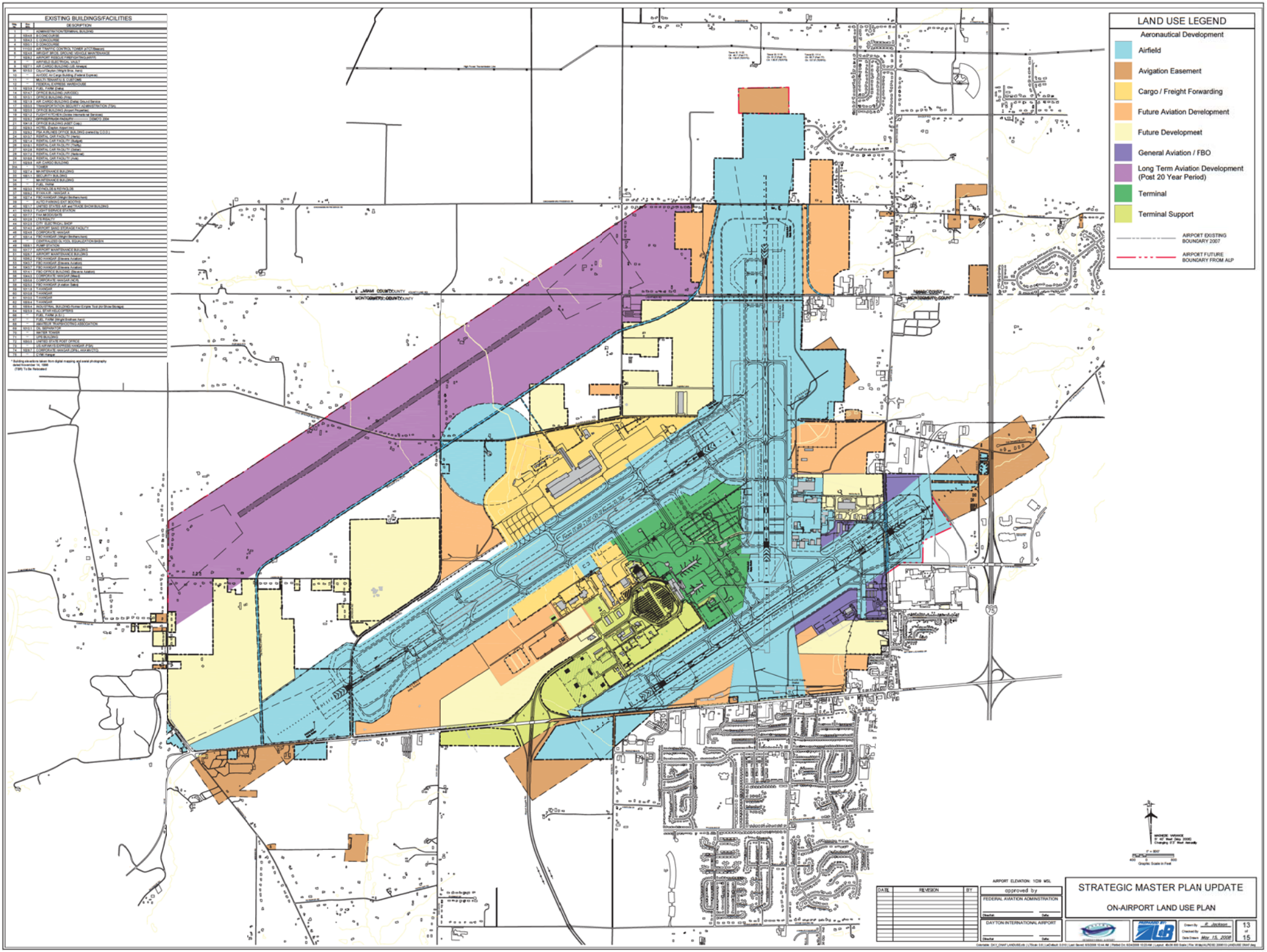
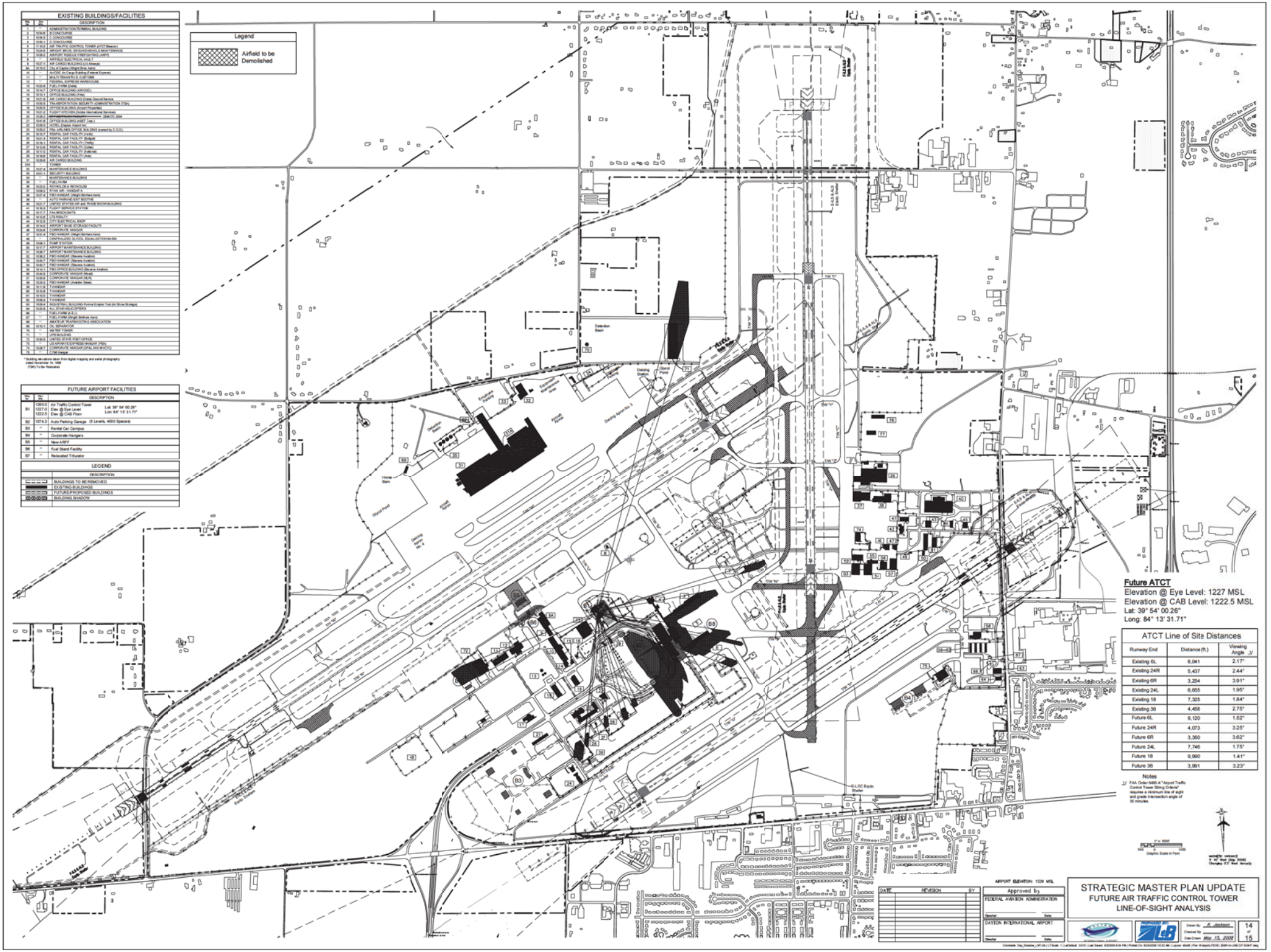
Colordate: D:\AT_Pdf\Lineweight.ctb | LTScale: 1 | LwDefault: 0.010 | Last Saved: 4/2/2009 5:06 PM | Plotted On: 4/24/2009 10:25 AM | Layout: Layout1 | File: W:\dy\ALP\2002.2008\Cmd\P-SK-24L-TOTR.dwg


EXISTING BUILDINGS/FACILITIES
LAND USE LEGEND
Aeronautical Development
Airfield
Avigation Easement
Cargo / Freight Forwarding
Future Aviation Development
Future Development
General Aviation / FBO
Long Term Aviation Development (Post 20 Year Period)
Terminal
Terminal Support
AIRPORT EXISTING BOUNDARY 2007
AIRPORT FUTURE BOUNDARY FROM ALP
MIAMI COUNTY
MONTGOMERY COUNTY
AIRPORT ELEVATION: 1009 MSL
DATE
REVISION
BY
approved by
FEDERAL AVIATION ADMINISTRATION
DAYTON INTERNATIONAL AIRPORT
STRATEGIC MASTER PLAN UPDATE
ON-AIRPORT LAND USE PLAN
13
of
15


EXISTING BUILDINGS/FACILITIES
Legend
Airfield to be Demolished
FUTURE AIRPORT FACILITIES
LEGEND
Future ATCT
Elevation @ Eye Level: 1227 MSL
Elevation @ CAB Level: 1222.5 MSL
Lat: 39° 54' 00.26"
Long: 84° 13' 31.71"
ATCT Line of Site Distances
Runway End | Distance (ft.) | Viewing Angle 1/
Existing 6L | 6,041 | 2.17°
Existing 24R | 5,437 | 2.44°
Existing 6R | 3,254 | 3.91°
Existing 24L | 6,655 | 1.95°
Existing 18 | 7,325 | 1.84°
Existing 36 | 4,458 | 2.75°
Future 6L | 9,120 | 1.52°
Future 24R | 4,073 | 3.25°
Future 6R | 3,350 | 3.62°
Future 24L | 7,746 | 1.75°
Future 18 | 9,990 | 1.41°
Future 36 | 3,991 | 3.23°
Notes
1/ FAA Order 6480.4 "Airport Traffic Control Tower Siting Criteria" requires a minimum line of sight and grade intersection angle of 35 minutes.
AIRPORT ELEVATION: 1009 MSL
Approved by
FEDERAL AVIATION ADMINISTRATION
DAYTON INTERNATIONAL AIRPORT
STRATEGIC MASTER PLAN UPDATE
FUTURE AIR TRAFFIC CONTROL TOWER
LINE-OF-SIGHT ANALYSIS
PREPARED BY:
Drawn By: R. Jackson
Checked By:
Date Drawn: May 15, 2008
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